



3 1761 05675370 0

B3627A

NAVAL AND MILITARY
M E M O I R S
OF
G R E A T B R I T A I N,

FROM
1727 TO 1783.

BY
ROBERT BEATSON, Esq. L.L.D.

IN SIX VOLUMES.

VOL. II.

London:

PRINTED FOR LONGMAN, HURST, REES AND ORME,
NO. 39. PATERNOSTER-ROW;
W. J. AND J. RICHARDSON, ROYAL EXCHANGE; A. CONSTABLE AND CO.
EDINBURGH; AND A. BROWN, ABERDEEN.

1804.

152807
9/10/19

DA
85
B43
v. 2

J. Chalmers & Co. Printers, }
Aberdeen. }

CONTENTS.

1757. *A* Change of the Ministry, 1. Plan of operations, 2. The seals taken from Mr Pitt, 4. Resented by the nation, 5. A coalition of parties, 6. A promotion of Admirals, 7. Supplies granted by Parliament, 7. East Indies—Revolution in Bengal, 8 to 42.—West Indies—Gallant behaviour of Captains Forrest, Langdon, and Suckling, 42. Success of Captain Forrest, 46. Operations in North America, 47. Siege of Louisburg relinquished, 54. Admiral Holburne reinforced, 55. His fleet dispersed by a storm, 56. Proceedings of M. de Kersaint on the coast of Africa, 59. Mediterranean—M. du Revest escapes with four sail of the line, 60. Transactions at and near home—Expedition against Rochefort, 64. Miscarries, 71. Bravery of Captain Lockhart and others, 76 to 91.
1758. A promotion of Admirals, 91. Plan of operations of the campaign, 92. Supplies granted by Parliament, 93. East Indies—Admiral Pocock defeats M. d'Aché, 94. French take Fort St David's, 96. Proceedings of the French, 96 to 110. Admiral Pocock again defeats M. d'Aché, 110. M. Lally lays siege to Madras, 116. Is forced to raise it, 121. West Indies—Bravery of Captain Tyrrel, 122. and 123. North America—Louisburg besieged, 126. Surrenders, 133. Great bravery of Admiral Boscawen, 136. He is thanked by the House of Commons, 137. Africa—Senegal taken, 139. Gorée taken, 145. Affairs in the Mediterranean—Admiral Osborn's success, 151. The Prince George of eighty guns burnt, 155. Admiral Osborn's letter to the Speaker of the House of Commons, 158. Transactions at and near home—Commodore Holmes obliges the French and Austrians to evacuate the city of Embden, 160. Sir Edward forces a fleet of French ships of war ashore at the mouth of the river Charente, 163. Secret expedition under the Duke of Marlborough and Commodore Howe, and the grand fleet under Lord Anson, sail from Spithead, 166. The troops land at Cancal, 168. Burn a number of ships close to the city of St Malo, 170; and re-embark again, 170. Return to England, 171. General Bligh appointed to the command of the troops—he, and Commodore

modore Howe, sail for the coast of France, 173. The troops land near Cherbourg, 174. March to the town, and destroy the jetties and bason, 176. The troops re-embark, 177; and sail for England, 177. Sail again for the coast of France, 177; and land at St Lunaire, near St Malo, 177. March round to St Cas bay, 180. The rear-guard of the army attacked as they were re-embarking. 182. Lord Anson and the grand fleet return to England, 187. Captures and actions by cruizing ships, 188 to 194. A fleet and troops sent to the West Indies, 194.

1759. Formidable designs of the French, 196. The British navy, how stationed, 199. Supplies granted by Parliament, 200. Promotion of Admirals, 200. An act of Parliament concerning privateers, 202. Proceedings in the East Indies, 203. Admiral Pocock defeats M. d'Aché, 205. Admiral Pocock returns to England, 217. The command devolves on Rear-Admiral Stevens—Proceedings of the Comte d'Estaing, 219 to 224. Proceedings of the Dutch in Bengal, 224 to 228. West Indies—Troops land on the Island of Martinico, 229. Obligated to retreat, 232. Attack the island of Guadaloupe, 235. Various operations, until it surrenders, 235 to 263. North America—Plan of operations for the campaign, 263. Niagara attacked—a battle there—the fort surrenders, 265. to 270. Expedition against Ticonderago and Crown Point, 270. to 277. Expedition against Quebec—a detail of the various operations there—the battle of Quebec—the death of General Wolfe—surrender of the city, &c. 277 to 312. Mediterranean—Admiral Boscawen arrives off Toulon, 313. Endeavours to cut off two frigates from the harbour—but is foiled, 313 and 314. Is forced to return to Gibraltar, 314. Has notice of the enemy's approach, and goes in pursuit of them, 314. Defeats M. de la Clue, 316 to 318. Admiral Boscawen returns to England, and leaves Vice-Admiral Broderick to command, 319. His proceedings, 319 to 321. Transactions at and near home—Sir Edward Hawke sent to cruize off Brest—his proceedings during the summer, and defeat of M. de Conflans, from 321 to 342. Sir Edward Hawke and Admiral Boscawen thanked by the House of Commons, 343. Commodore Boys goes in pursuit of M. Thurot, 345. Sir Piercy Brett goes with a fleet to Yarmouth roads, 345. Success of the cruizing ships, from 345 to 354.

1760. Operations carried on. Supplies granted by Parliament, and distribution of the navy, 355. Affairs in the East Indies—successes there, 356. Pondicherry besieged, 358. A detail of the siege, 358. to 369. The fleet in great danger, 364. Affairs in the West Indies, 374. to 377. Affairs in North America—plan of the campaign there, 377. The French march from Montreal against Quebec, 379. Their army attacked at Sillery by General Murray, who is repulsed, 380. Arrival of the *Diana* and Commodore Swanton, 382. The French raise the siege, 383. General Murray embarks his troops, and proceeds up the St Lawrence towards Montreal, from 384. to 386. General Amherst and his army embarks at Oswego, 386. His operations, 387. The route of Colonel Haldimand across Lake Champlain, 387. Junction of the three armies near Montreal, 388. Correspondence with General Amherst, 388. to 402. Canada surrenders, 402. French troops obliged to lay down their arms, 402. Captain Byron destroys some French ships, and a village, in Bay de Chaleur, 404. Affairs in the Mediterranean, 406. and 408. Transactions at and near home—M. Thurot, his progress and defeat, 408 to 414. The Ramillies lost, 415. Success of the cruising ships, 415. to 418. Admiral Boscawen dies—his character, 419. and 420. A secret expedition set on foot, 420. His Majesty King George II. dies—his character 422. and 423. The secret expedition laid aside for the present, 423. Privateers taken, 425. Generosity of the British to the French prisoners, 426. An Algerine corsair wrecked in Mounts-bay, 427. Affairs of 1761—Distribution of the naval force—Supplies granted by Parliament, 428. A full account of the negotiations for peace, and the resignation of Mr Secretary Pitt, from 429. to 445. Affairs in the East Indies, 445. to 449. Affairs in the West Indies, 449. Lord Rollo takes Dominica, 450. St Anne of 64 guns taken, 452. Affairs in North America, 453. Affairs in the Mediterranean, 454. Transactions at and near home, 455. French ships escape out of the river Vilaine—Sir Edward Hawke returns to England, 456. A full account of the expedition against the island of Belleisle, 456. to 467. French bombard, and attempt to burn the squadron in Basque road, 467. to 469. Naval actions and captures, 469. to 484. Journal of the Queen's voyage to England, 485. to 487.

1762. *The Ministry resolve to carry on the war with vigour*, 487. *Demand a categorical answer from Spain*, 489; *which brings on a rupture with that power*, 489. *War declared against Spain*, 489. *Parliament meets—both Houses present loyal addresses to the King, assuring him that they would support him, and stand by him with their lives and fortunes*, 490. *Supplies granted by Parliament*, 491. *Powerful aid sent to the King of Portugal, and the distribution of the naval force*, 491. *Lord Anson dies—his character*, 492. *A naval promotion*, 493. *Affairs in the East Indies*, 495. *A full account of the taking of Manila, &c.* 496. to 515. *West Indies—An account of the taking of Martinico, Grenades, St Lucia, &c.* 515. to 529. *French fleet arrives under M. de Blenac—he escapes*, 529. *Sir James Douglas with a squadron sent to Jamaica*, 532. *A grand expedition designed against the Spanish settlements in the West Indies*, 532. *Operations on the Jamaica station*, 534. *Sir George Pocock and the Earl of Albemarle arrive*, 537. *An account of the siege of Fort Moro, the Havannah, &c. &c.* 539. to 568. *Reflections on the siege*, 569. *Sir George Pocock returns to England*, 570. *Distresses of the homeward bound fleet*, 571. *Success of Rear-Admiral Keppel*, 573. *Havannah delivered up*, 374. *Affairs in North America—gallant behaviour of Captain Rowley*, 574. *St John's, Newfoundland, taken by the French*, 576. *Their behaviour there*, 576. *M. de Ternay escapes with the squadron—and the place retaken by Colonel William Amberst*, 577. to 581. *An expedition against Buenos Ayres defeated by a terrible accident*, 581. to 587. *Mediterranean—the Active and Favourite take the Hermione*, 588. *Generous behaviour of Captain Clarke*, 589. *Transactions at and near home—Commodore Spry drove off his station by a storm, by which means M. de Blenac escapes*, 590. *Lord Howe and the Duke of York go to sea*, 591. *Return—Sir Charles Hardy and the Duke of York go to sea—return*, 591. *Rencounter with a French frigate*, 591. *Success of the British cruising ships*, 592. to 599. *A list of French and Spanish privateers taken*, 600. to 602. *Bravery of some British privateers*, 603. *Benevolence of King George III. to some unfortunate Frenchmen*, 604. *The peace, with some remarks on it*, 606. to 609.

NAVAL AND MILITARY M E M O I R S

OF

GREAT BRITAIN.

1757.

ALTHOUGH a change of Administration had taken place at the close of last year, and a plan in some measure formed by them for the operations of the ensuing campaign; yet there evidently appeared not only a want of vigour in the Government, but in all our naval and military affairs. Perhaps this was owing to many sensible people foreseeing that the present Ministry would not be able to stand their ground, as they met with a very strong opposition in the House of Commons. Mr Pitt was well acquainted with the sentiments of the people; and he lost not a moment in doing all that lay in his power to correct abuses, to revive the depressed spirit of the nation, and to employ its natural strength in the most effectual manner. The foreign auxiliaries were sent home, trade was protected, and powerful succours were sent to all the British colonies in America.

The Earl of Loudoun had been sent out the preceding year as Commander in Chief of the land forces in North America; he found on his arrival there, the affairs of the colonies in a dreadful plight. In order to retrieve them, and be able to act on the offensive, it was absolutely necessary, he said, to reinforce him, early in the spring, with at least ten thousand

men, escorted by a powerful fleet, superior to any the enemy could fit out to oppose it; and he requested that this body of troops might be sent all at one time; as all the military succours that had been afforded the colonies hitherto, had been sent across the Atlantic in such small bodies, and at such long intervals, that they never had it in their power, either to protect the inhabitants, or act with vigour against the enemy; who, from their superiority in numbers, alertness, or our own misconduct, contrived to cut them in pieces soon after their arrival. To this plan the Ministry assented; and informed his Lordship, that this scheme had met with his Majesty's approbation; and that, as soon as the season would permit, the reinforcements he asked for would be sent.

At this time, there was a powerful and well disciplined army in Great Britain. Ten new regiments had been raised, the end of the year 1755. At the beginning of 1756, a regiment, consisting of four battalions of a thousand men each, was raised: they were destined to serve in America, and, officers as well as men, composed of foreign Protestants.

In August 1756, a battalion had been added to the fifteen oldest regiments of infantry then in Great Britain; yet of this powerful army, there was not a man to be sent to America; Ireland was to have that honour. The cause was evident: the French were marching a large army into Germany, and the then Commander in Chief was in hopes of being able to prevail with the Ministry to transport the army in Britain, to the aid of the Electorate of Hanover: this he could not bring about, and Ireland could not afford to spare so large a body of men as was required to be sent to North America. In order, therefore, to make up the deficiency, a scheme of Archibald Duke of Argyle's was adopted, and perhaps one of the wisest that ever yet was devised: this was, to raise two regiments of twelve hundred men each, from among the Highland clans in Scotland, the officers to raise their own men.

The Minister, who was infinitely superior to the prejudices that actuate low minds, readily gave into it. He saw the plan replete with sound wisdom: it was, indeed, the sharpest axe that

that ever was laid at the root of Jacobitism. It not only annihilated disaffection ; but it did more : it transferred the affections of the disloyal clans, to the illustrious House of Hanover. The men were raised in the space of a few weeks ; and we do not hazard much when we aver, that no body of men ever served with more honour to themselves, or real advantage to their king and country, than they did.

Vice-Admiral Holburne was appointed to command the fleet that was to escort the troops to North America, and to act in conjunction with the Earl of Loudoun ; but, from a strange fatality, which as yet had attended all our operations, he was so long detained in England, that, before he arrived at his destination, the season for acting was drawn near a close.

As the enemy had hitherto been superior to Britain in point of naval force in the West Indies ; Rear-Admiral Cotes took out with him large reinforcements, and convoyed the trade to Jamaica ; as did Commodore Moore, to the Leeward Islands. Admiral Osborn was sent to command the fleet in the Mediterranean ; and, as the enemy were sending out a fleet and an army to the East Indies, Commodore Stevens was dispatched with a reinforcement of ships to join Vice-Admiral Watson.

The enemy's activity, in sending out succours to their colonies early in the Spring, was very conspicuous ; and, notwithstanding all Mr Pitt's endeavours, they got the start of Britain this campaign. The enemy soon obtained information of the plan of operations laid by the British Ministry, and they took all the precautions in their power to render them abortive ; for, although strong squadrons had been kept cruising before their principal sea-ports, yet the reinforcements they sent out, had the good fortune to escape them all.

Early in January, a strong squadron under M. de Beaufremont, stole out of Brest ; his destination was Louisburg : but as that harbour could not be free from ice on his arrival on the American coast, if he steered his course directly for that place ; he proceeded to the island of Hispaniola, and cruized for some time in the West Indies, where he did the British trade considerable damage ; and at a proper season proceeded

for Cape Breton. On his voyage hither, he nearly intercepted Sir Charles Hardy and the Earl of Loudoun on their way from New York to Halifax.

Another squadron likewise got out of Brest. It was commanded by M. de Kerfaint, who steered for the coast of Africa, where there was no squadron capable of opposing him. He did the British trade on that coast an incredible deal of mischief, and then steered for the West Indies.

Early in May, the French made a considerable embarkation of troops, which they sent to the East Indies, under the command of Lieutenant General Count Lally. These troops were escorted by five sail of the line, commanded by Count d'Aché.

While Mr Pitt and his friends continued in administration, from the measures they adopted, things wore a more favourable aspect; and, as they were deservedly very popular, the spirits of the nation began to revive. But the spirits of the nation were suddenly and unexpectedly cast down; for, on the 9th of April, Mr Pitt, by his Majesty's command, resigned the seals. Never was a measure more disagreeable, or more repugnant to the sentiments of the nation in general; nor did they fail to show their resentment on the occasion. The clamour at the dismissal of the Minister, was not that of a few particular friends, or of a hired mob, but presently shewed itself to be that of the principal people throughout the kingdom. From the city of London downwards, scarce a city or corporation in England but testified their disapprobation of the measure, by presenting him and Mr Legge, (the late Chancellor of the Exchequer), with the freedom of their respective corporations, in gold boxes of exquisite workmanship, accompanied either with letters or speeches, in which they bestowed the highest encomiums on their conduct, and expressed their warmest wishes for their being speedily reinstated in their offices.

Various reasons were assigned for removing Mr Pitt and his friends. His adherents gave out, that it was owing to his refusal to comply with certain measures required of him, and which he thought detrimental to the true interest of his country.

try. His opponents said, it was owing to the inability of himself and his friends, to raise the necessary supplies. Had this last been the case, his resignation had been voluntary, not forced; and, it must be allowed, that during the short time that Mr Pitt and his friends continued in office, they gave evident proofs of their superior abilities and disinterestedness, and restored the nation from despondency, to a sense of its own strength, vigour and dignity.

At this distance of time, it appears almost impossible to conceive the spirit which the Minister and his friends had infused into the nation in general, during the little while they held the reins of government in their hands. Its benign influence spread like wild-fire; and from the day that Mr Pitt took the lead in Administration, the dread of an invasion vanished like an idle phantom, which had been raised by a perturbed imagination.

Mr Pitt's friends all resigned their employments, when he was dismissed; in consequence of which, Daniel, Earl of Winchelsea and Nottingham, Sir William Rowley K. B. the honourable Edward Boscawen, Gilbert Elliot, Esq; John Lord Carysfort, Savage Mostyn, Esq; and the honourable Edwin Sandys, were appointed Lords Commissioners of the Admiralty.

The state of the nation was at this time truly deplorable; without an ally that could be of the smallest service; engaged in an expensive, and hitherto an unsuccessful war; and at home torn in pieces by faction. This unfortunate change of Administration, in a great measure suspended all the military operations; and, having no Ministry firmly settled, the plans that had been concerted were now no longer attended to. All parties were wholly engrossed with the struggle for power. Nor did the French remain idle spectators of our domestic contests; but took the opportunity of sending out powerful succours to all their colonies, particularly to North America; by which, they were not only enabled to baffle the plans that had been laid for the reduction of their principal fortresses, but to attack some of the British with success. This grand political contest was attended with the worst consequences; it infused an uncommon degree of languor into all our naval and military operations;

rations: for, while our commanders abroad knew not who was to reward their services, or punish their neglects, and even were not assured in what light their best intended actions might be considered, they had reason to apprehend that they might not be represented to the nation as they really were, but as it might answer the particular purposes of some ruling faction; who, to screen their own bad conduct, might give them up as a sacrifice, to appease the wrath of an enraged and injured public. In short, the enterprizing boldness, which is the characteristic of the British nation, and which afterwards broke forth, and shone with such unparalleled lustre, seemed for a while to be hid under a cloud.

At last, a coalition between the two contending parties was happily effected; and the following partition of places took place on the 29th of June, *viz.* Mr Pitt and the Earl of Holderness, Secretaries of State; the Duke of Newcastle, the Honourable Henry Bilson Legge, (Chancellor of the Exchequer), Robert Nugent, Esq; William Viscount Duncannon, and the Honourable James Grenville, Lords Commissioners of the Treasury; the Honourable George Grenville, Treasurer of the Navy; Richard Earl Temple, Lord Privy Seal; Henry Fox, Esq; Pay-Master-General of the Land Forces; the Honourable Charles Townshend, Treasurer of the Chamber; the Duke of Devonshire, Lord Chamberlain of the Household; Granville Earl Gower, Master of the Horse; the Duke of Bedford, Lord Lieutenant of Ireland; Sir Robert Henley, Lord Keeper of the Great Seal; and George Lord Anson, the Honourable Edward Boscawen, Temple West, Esq; George Hay, L.L. D. Thomas Orby Hunter, Gilbert Elliot, Esqs; and the Honourable John Forbes, Lords Commissioners of the Admiralty. In the month of September this year, died Vice-Admiral West. His death, by many, was supposed to have been accelerated by the hard fate of his colleague in the Mediterranean command, in 1756. In Mr West, the nation was deprived of a man of the greatest probity, and the service of an excellent officer. Hans Stanley, Esq; was appointed to his seat at the Board of Admiralty. From this arrangement in the State, we may with propriety
date

date the beginning of Mr Pitt's administration, which brought Great Britain to the highest pitch of glory and prosperity.

By his Majesty's command, the following promotion of flag-officers was made in February :

William Martin, Esq;	}	To be Admirals of the White.
Isaac Townsend, Esq;		
George Lord Anson,		
Henry Osborn, Esq;	}	Admirals of the Blue.
Thomas Smith, Esq;		
Thomas Griffin, Esq;		
Sir Edward Hawke, K. B.		
Charles Knowles, Esq;	}	Vice-Admirals of the Red.
Honourable John Forbes,		
Honourable Edward Boscawen,		
Charles Watfon, Esq;	}	Vice-Admirals of the White.
Temple West, Esq;		
George Pocock, Esq;		
Hon. George Townshend,	}	Vice-Admirals of the Blue.
Savage Mostyn, Esq;		
Francis Holburne, Esq;		
Henry Harrison, Esq;	}	Rear-Admirals of the Red.
Thomas Cotes, Esq;		
Thomas Frankland, Esq;		

The supplies granted by Parliament were very great; fifty-five thousand seamen being voted for the current year; and the sum total voted this Session, amounted to the sum of 8,350,325l. 1s. 3d. (See Note 100.) After the dismissal of Mr Pitt and his friends, the House of Commons determined to enquire into the cause of the loss of the island of Minorca. Nothing could be more agreeable to the nation: they addressed his Majesty for a great number of papers, all of which were laid before the House. If however the then Ministry meant this enquiry as a justification of their own conduct, the papers produced had a quite contrary tendency.

It appeared that they had little or no foreign intelligence :

that they had very early notice of the intended attack on Minorca; that the number of ships of war in commission, amounted to two hundred and fifty, having on board fifty thousand seamen and marines; and the army in Great Britain, at that time, was more than thirty thousand men: Yet, strange to relate, the Committee of the whole House came to several resolutions, the first and last being the most extraordinary that ever yet was framed. In the first, they say, That it appeared to the Committee, that his Majesty, from the 27th day of August 1755, to the 20th of April 1756, received such repeated and concurrent intelligence, as gave just reason to believe, that the French King intended to invade his dominions of Great Britain or Ireland. In the latter, That the Committee are of opinion, that no greater number of ships of war could be sent into the Mediterranean, than were actually sent thither, under the command of Admiral Byng; nor any greater reinforcement than the regiment which was sent, and the detachment, equal to a battalion, which was ordered for the relief of fort St Philip, consistently with the state of the navy, and the various services essential to the safety of his Majesty's dominions, and the interests of his subjects *. These resolutions did not pass without long debates and severe animadversions, and were not carried by large majorities.

EAST INDIES.—1756 & 1757.

THE squadron of his Majesty's ships in India, still continued under the command of Vice-Admiral Watson; and consisted of three ships of the line, one of fifty guns, two frigates, and a sloop. (See Note 101). Towards the end of April 1756, the Vice-Admiral and his squadron left Bombay, being as soon as the monsoons would permit; and arrived at fort St David's, on the coast of Coromandel, about the middle of May. Soon after which, he received information from the Presidency of Madras, that the French had embarked three thousand men on board of
fix

* Vide the Resolutions of the House of Commons in May 1757.

fix of their largest East India ships, which were to be converted into men of war as soon as they arrived in India. These troops were to be escorted by six men of war of the line. This intelligence was transmitted by the Directors of the East India Company in London; and, coming from such authority, was firmly believed. Admiral Watson, on this, put his squadron in the best condition he could to receive the enemy, and ordered every officer to sleep on board. The Presidency of Madras requested he would repair with the squadron to that place. With this request he reluctantly complied, as he knew the road of fort St David to be the most proper station on the whole of the Coromandel coast, for intercepting the French fleet. The Nabob of Golconda had quarrelled with the French in his country under M. de Buffly, and requested succours of the President and Council of Madras, to drive them out of his territories. This being consented to, a detachment of five hundred men was on the point of marching, when an express arrived from Bengal, informing the Governor and Council, that the Nabob, on the most frivolous pretexts, had quarrelled with the Company, laid siege to Cassimbuzar and Calcutta (See Note 102.), and made himself master of both places: that Governor Drake, and a number along with him, had made their escape on board ships at Calcutta, and were in the utmost distress at Fulta. About the same time, the Vice-Admiral received orders to repair with the squadron under his command to England. These orders he communicated to the President and Council. They were greatly embarrassed on this intelligence, and not only requested of the Vice-Admiral to remain with his squadron in India; but assured him, unless some of the men of war proceeded immediately to Bengal, the Company's affairs would be entirely ruined; as, without such aid, they had not sufficient shipping to transport the number of troops necessary to be sent on this service. The Vice-Admiral saw that it was absolutely necessary to supersede his orders, in order to prevent the total ruin of the East India Company; and he determined to proceed immediately with the squadron to Ballasore road: but as the mouth of the river Ganges abounds with dangerous shoals called the

the

the Braces, it was thought impossible to get the largest ships over them. The Salisbury, Bridgewater and Kingsfisher, were therefore to be put under the command of Captain Martin, and to proceed up the river to Calcutta. To persons unacquainted with the Bay of Bengal, the voyage from Madras to Ballasore road, seems so easy as to admit of being executed almost as soon as resolved on. But the case is quite the reverse; for, at this season of the year, there are such violent gales of wind and strong currents which continually set out of the bay, that it has frequently happened, when a ship was thought to have made a considerable progress on her voyage, the first land she made was the island of Ceylon.

The Admirals sailed from Madras the 14th of October, with the Kent, Cumberland, Tyger, Salisbury, Bridgewater, and Blaze * fire-ship, and some of the Company's ships; having a detachment of troops on board, under the command of Lieutenant Colonel Clive†. The weather was uncommonly tempestuous. Some days after sailing, the Salisbury sprung a leak, and making the signal of distress, assistance was sent her as soon as possible. The leak was found to be in the bow. In order to stop it, it was necessary to bring her by the stern: this took up some time; but it was at last effected: and the Admiral left it in Captain Martin's choice, either to bear away for the island of Ceylon, or to endeavour to reach the Ballasore road: he preferred the latter, as this ship was of the utmost consequence to the success of the expedition, having two hundred land forces on board; besides, Captain Martin had been pitched upon, to command the ships that were to go up to Calcutta. After innumerable toils and difficulties, the Kent, Tyger, Bridgewater, and some of the Company's ships, arrived in Ballasore road the 5th of December. The Cumberland unfortunately falling to leeward, grounded on a sand-bank; but was
got

* This vessel was purchased by the Admiral, on his receiving advice of the French armament expected in India. He gave the command of her to his first Lieutenant, Richard (now Admiral Sir Richard) King, who happened to be sick when the Admiral sailed: his Lieutenant not being able to reach the Ganges, was forced to bear away for Bombay.

† Afterwards Lord Clive.

got off again, without receiving any material injury. After many fruitless attempts, Rear-Admiral Pocock was constrained, from want of provisions, to bear away for Vizagapatnam. The *Salisbury*, after encountering many severe gales, and all on board reduced to short allowance, and even in danger of perishing through want, had the good fortune, at last, through the perseverance of her Captain, to arrive in Ballasore road: she followed Vice-Admiral Watson over the shoals, and joined him at Fulta.

Upon the Vice-Admiral's arrival, two English pilots came on board the *Kent*, from whom he learned what farther misfortunes had befallen the garrison of Calcutta. This made him the more eager to proceed. And though the pilots hesitated as to their ability of taking the largest ships over the shoals; yet the Admiral, from the information he had received from Captain Speke, who had been several times before in the river, judging it practicable, resolved to attempt it, and happily succeeded in crossing the Braces, which he did the 8th, and arrived at Fulta the 15th. Here he found the *Kingsfisher* sloop, which he had dispatched from Madras, to let the factory of Fulta know that he was hastening to their assistance: and likewise Captain King, who had taken his passage in the *Protector*, Captain England, one of the Company's ships, who was ordered to Bengal with Sepoys, to reinforce the troops under Colonel Clive. This ship sailed from Madras two days after the Admiral, and arrived at Fulta two days before him. Captain King was in hopes of finding his ship here; but as she could not reach Bengal, he served on board the *Kent* as a volunteer.

The condition in which the Admiral found Governor Drake and the rest of the unfortunate people who had escaped the rage of the Nabob of Bengal, is much easier to be conceived than described. Some were on board of the ships which had escaped falling into the hands of the Moors; some in mean houses ashore; others in tents; all badly clothed, and greatly diminished in numbers by death and sickness. But it is now necessary to inform the reader, of the causes which had reduced them to this melancholy condition.

The Nabob Aliverdi Cawn, dying in May 1756, was succeeded

ceeded by his nephew Surajah Dowla, a young man of only twenty-four years of age, but of extremely bad dispositions. He exercised his power in so tyrannical a manner, that many of his principal subjects fled to the European settlements for safety. On this, the Nabob issued an order, that no power should afford an asylum in their forts or settlements to any of his subjects. The French and Dutch immediately complied with this order; but the British being more refractory on this head, the Nabob swore he would drive them out of the country. Some dispute happening at this time between Governor Drake, and Omichund, a rich Indian merchant, the latter was imprisoned at Calcutta: on this, the Nabob raised a numerous army, and marched against the Company's settlements at Cassimbuzar. On a promise of safe conduct, he got Mr Watts the chief in his power, and he made him write for two more of the Council, Mr Batson and Mr Collet. No sooner were these two gentlemen arrived in his camp, than he made Mr Batson and Mr Watts prisoners; and sent back Mr Collet to the fort with a declaration, that, unless it was surrendered to him immediately, he would put every soul in it to death. The gentlemen were divided in opinion: but on account of their friends whom the Nabob already had in his power, it was agreed to surrender the place to him. When the Moors entered the Fort, they seized on every thing, ill-treated their prisoners, stripped them almost naked, and then sent them to Houghley, where they were closely confined, till they were removed to Muxadabad. The Nabob then marched his army against Calcutta, which he invested the 17th of June. He declared he would drive every Englishman out of his dominions: yet he wrote Governor Drake, offering to accommodate matters with him, if the Governor would pay him his duty upon the trade for fifteen years past, defray the expence of his army, and deliver up such of his subjects as were then in the fort; which terms, the Governor refused. The Nabob then attacked a redoubt at the entrance of the town, from which his troops were repulsed with great slaughter. On the 16th he made an attack on another redoubt, and was again obliged to retire. But having again renewed his attacks

attacks on the 18th, the troops in those posts were ordered to retire into the Fort; on which the Moors took possession of the town, and were allowed to plunder it for twenty-four hours. The Nabob then invested the Fort, and raised a battery of two twelve-pounders, from whence they kept up so feeble and ill-directed a fire, that by it a breach could never have been accomplished.

Governor Drake now convened a Council of war to consider the state of affairs; when the commanding officer of artillery informed them, that there was not ammunition in the Fort for three days. In consequence of this, the principal ladies embarked on board the ships; and, soon after, the Governor and others followed their example. The command of the place now devolved on Mr Holwell, the second in council, who determined to defend it to the last extremity. The numbers that retired with the Governor might be about two hundred; and the strength of Mr Holwell's garrison did not exceed two hundred and fifty men. He called a Council of war, and divided three chests of money among the discontented soldiers, to whom he made large promises for their courage and fidelity. He secured the keys of the place, and took every precaution to make a resolute defence. The Moors having got possession of such houses as commanded the Fort, they from thence fired musquetry on the bastions, and drove our troops from them; but the cannon several times dislodged them from these houses with great loss. The attack was continued till the 20th in the afternoon, when it was found that our loss in killed and wounded had been considerable; that the remainder were much exhausted with fatigue, and the ammunition nearly expended. On this, Mr Holwell ordered the white flag to be hung out, that he might negotiate terms with the Nabob. This he did to prolong time, in hopes of making good his retreat down the river to the ships, as he was certain the Nabob would not keep to any conditions he might agree to. But in this design he was disappointed; for the Governor had got so far down the river, that every hope was precluded from that quarter: and the time he so much wanted to prolong, was cut short; for, during

ring the parley from the walls, the back-gate was betrayed to the Moors, who entered the Fort in a body.

Mr Holwell had several audiences, in which the Nabob promised that no harm should be done to the British : but soon after it was dark, the prisoners, to the number of one hundred and forty-six, were thrust into the black-hole, a close apartment about eighteen feet square. The distress they here suffered, is beyond imagination dreadful*. Mr Holwell, and twenty-two others, alone remained alive in the morning, to paint a scene, more replete with horror than perhaps was ever yet related. Messrs Holwell, Court, and Burdett, were in the morning taken into custody of an officer : the rest of the survivors were set at liberty. Unfortunately, in the hurry of the attack, the release of Omichund was forgot ; and his being found in prison, very much incensed the Nabob, who was persuaded, from Mr Holwell's voluntarily undertaking the defence of the place, that the East India Company had immense treasures concealed in it. In hopes of extorting a discovery, Mr Holwell and his two fellow prisoners were loaded with irons, and ordered to the camp. They had but a scanty allowance of rice and water to subsist on. In extreme bad health, they were conveyed by water to Muxadabad ; and would undoubtedly have perished, but for the kind interpositions of the gentlemen of the French and Dutch factories, particularly M. Law, the French Chief, who generously supplied him with clothes, linen, provisions, liquors and money. Nor did they obtain their liberty, until the Nabob returned to Muxadabad.

The arrival of Admiral Watson with his squadron, was of all things the most wished for by the unfortunate British who had been forced to fly from Calcutta, and who found the old adage but too truly verified, that the unfortunate find but few friends. The respect they had met with, when in possession of the most flourishing settlement that any European power had in Bengal, made them feel their sad reverse of fortune the stronger : being now levelled by the iron hand of adversity,

all

* Mr Holwell, in 1758, published an account of this shocking piece of barbarity.

all that respect was banished, and they were in a manner forgotten and neglected. The Admiral immediately set about putting his squadron in the best condition possible. He purchased a vessel, which he named the Thunderer, and converted her into a bomb-ketch, giving the command of her to his first Lieutenant, Mr Thomas Warwick. He wrote to the Nabob, expressing how much he was surprised at his conduct towards the Company; and that his intention in coming hither, was to restore them to their settlements, in which he hoped he would most cordially assist. The Admiral now resolved to command in person the expedition for the recovery of Calcutta, and to take the large ships with him: but the pilots would not take charge of them till the springs were over. The troops, who had been landed in order to refresh them, were again embarked. They amounted to six hundred Europeans, and one thousand Sepoys.

The squadron sailed from Fulta the 27th of December; and next day the Company's troops were landed at Mayapore, in order that Colonel Clive might attack the Fort of Bougee-Bougee, belonging to the Nabob, by land, whilst the squadron cannonaded it. Early on the 29th, the Admiral made the signal to weigh anchor, and the fleet moved towards the Fort; which, at seven o'clock, began to fire on the Tyger, the headmost ship, and soon after upon the whole of the squadron. By eight o'clock, the large ships had got opposite it, and commenced a very warm fire on the place. At ten o'clock, the Company's troops were seen marching under the bank of the river; on which, the Admiral made the signal for the King's troops, under the command of Captain (afterwards Sir Eyre) Coote, to land and join them. This he did immediately. They advanced and took possession of two out-posts, which the enemy had abandoned on Captain Coote's first landing. Colonel Clive, after a most fatiguing march, posted his men in different bodies round the Fort, to cut off the retreat of the garrison; and the Admiral sent two nine pounders ashore from his own ship, to enable Colonel Clive to make a breach in the walls.

The Nabob had a considerable military force in the neighbourhood, under the command of Monich-Chund his Governor of Calcutta. He made a bold push to raise the siege of Bougee-Bougee. Having privately marched with a detachment of about three thousand horse and foot, he unexpectedly attacked one of our out-posts, and made some impression on it. But Colonel Clive, being informed of the cause, immediately marched with a reinforcement of troops and some field-pieces, and attacked the Nabob's forces. His cannon did great execution among the Moors; but what most contributed to their defeat, was, their General, Monich-Chund, receiving a musket-ball which passed through his turban: after this they fled with the greatest precipitation. Although the ships had totally silenced the cannon of the Fort, the enemy made no offer to surrender; on the contrary, they kept firing small arms and fire arrows. A Council of war, consisting of sea and land officers, was held on board of the Kent; in which it was resolved, to attempt carrying the place by storm early next morning; and, to strengthen the army, the Admiral sent ashore a detachment of seamen, under the command of Captain King, to assist them in this service. Colonel Clive gave orders for the troops to rest on their arms all night, in order to be ready to attempt the breach in the Fort at day-break; but they were unexpectedly saved the trouble of this arduous piece of work, by a very extraordinary adventure, which is related by a very respectable author, the late Mr Ives, who was on the spot. We cannot pay that worthy man a greater token of respect, than to give the account of this transaction in his own words.

“ All now was quiet in the camp: and we on board the
“ ships, which lay at their anchors but at a small distance
“ from the shore, had entertained thoughts of making use of
“ this interval to refresh ourselves also with an hour or two of
“ sleep: but suddenly, a loud and universal acclamation was
“ heard from the shore, and soon afterwards an account was
“ brought to the Admiral, that the Fort had been taken by
“ storm. This was a joyful piece of news, and the more so,
“ as it was quite unexpected; but when the particular circum-
“ stances

stances that ushered in this success were related, our exultation was greatly abated; because that the rules so indispensably necessary in all military exploits, had been entirely disregarded in the present instance; and therefore, we could not help looking upon the person, who had the principal hand in this victory, rather as an object of chastisement, than of applause. The case was this—During the tranquil state of the camp, one Strachan, a common sailor belonging to the Kent, having been just served with grog (arrack mixed with water), had his spirits too much elated to think of taking rest: he therefore strayed by himself towards the Fort, and imperceptibly got under the walls. Being advanced thus far without interruption, he took it into his head to scale it at a breach that had been made by the cannon of the ships; and having luckily gotten upon the bastion, he there discovered several moors sitting on the platform, at whom he flourished his cutlass, and fired his pistol; and then, after giving three loud huzzas, cried out, *The place is mine!* The Moorish soldiers immediately attacked him, and he defended himself with incomparable resolution; but, in the rencounter, had the misfortune to have the blade of his cutlass cut in two about a foot from the hilt. This mischance, however, did not happen, till he was near being supported by two or three other sailors, who had accidentally straggled to the same part of the Fort on which the other had mounted. They hearing Strachan's huzzas, immediately scaled the breach likewise, and echoing the triumphant sound, roused the whole army; who taking alarm, presently fell on, pell mell, without orders, and without discipline, following the example of the sailors. This attack, though made in such confusion, was attended with no other bad consequence, but the death of Captain Dougald Campbell, who was unfortunately killed by a musket-ball from one of our own pieces in the general confusion. It never was exactly known what number of Moors were in the Fort when our people first entered; probably very few, the major part of the garrison having made their escape soon after their batteries were

VOL. II. B “silenced.”

“silenced.” In the fort were found eighteen pieces of cannon, from twenty-four pounders downwards, and forty barrels of gun-powder. The place was situated for defence, having a wet ditch all round; and, considering the sort of troops with which it was defended, it made a defence much beyond expectation. “Strachan, the hero of this adventurous transaction, was soon brought before the Admiral, who, notwithstanding the success that had attended it, thought it necessary to shew himself displeased with a measure in which the want of all military discipline so notoriously appeared. He therefore angrily accosted this brave fellow with, “Strachan, “What is this you have been doing?” The untutored hero, “after having made his bow, scratched his head, and, with “one hand twirling his hat on the other, replied, “Why, to be “sure, Sir, it was I who took the fort; but I hope there was “no harm in it.” The Admiral with difficulty suppressed a “smile, excited by the simplicity of the answer; while the “whole company were exceedingly diverted at the awkward “appearance of the brave sailor, and the language and manner which he used in recounting the several particulars of his “mad exploit. Admiral Watson then expatiated on the fatal consequences that might have attended his irregular conduct; and, with a severe rebuke dismissed him; but not “without dropping some hints, that at a proper opportunity he “should certainly be punished for his temerity. Strachan, “amazed to find himself blamed for an action that he thought “deserved praise, and for which he expected to have received “applause, in passing from the Admiral’s cabin, muttered, “*If I am flogged for this here action, I will never take another “Fort by myself as long as I live, by G—.*” The singularity of “the enterprize, its success, and the fearless spirit which the “man displayed, pleaded strongly with the Admiral in his “behalf; whilst the discipline of the service required that some “outward marks of displeasure should be shown. To pay a proper regard to all these considerations, the Admiral outwardly expressed marks of his displeasure for some time; but afterwards at the intercession of some officers, which intercession

“sion

“ sion the Admiral himself prompted them to make, he most
 “ readily pardoned him. The daring exploit of this man
 “ might have procured him the office of boatswain, before
 “ the close of the expedition, in one of the King’s ships, if
 “ the whole tenor of his conduct, both before and after the
 “ storming of the Fort, had not been so very irregular as to
 “ render it impossible for the Admiral to advance him from his
 “ humble station to a higher rank, how strongly soever his in-
 “ clinations led him to do it*.”

The evening of the 30th of December, the King’s and the Company’s troops were reimbarcled on board the ships; the Sepoy’s being ordered to march by land. On the 1st of January 1757, the ships entered between Tanna fort, and the battery opposite to it; both of which the enemy abandoned at the approach of the ships. In them were found about forty pieces of cannon, many of them twenty-four pounders, all mounted on good carriages, with some powder and ball. The Admiral ordered the Salisbury to remain here to bring off the cannon; and then to demolish the forts of Bougee-Bougee, and Tanna, to prevent the enemy from repossessing them.— And, having received information, that the enemy had prepared, a little higher up the river, a ship and some vessels as fire-ships, and filled them with combustibles, to be ready to fall down with the tide on the squadron, in the night, he sent up the boats manned and armed, who boarded and set them on fire, without the least opposition.

On the 2d, early in the morning, Colonel Clive and the Company’s troops were landed, and immediately began their march towards Calcutta. The Kent, Tyger, Bridgewater, and Kingsfisher, proceeded up the river; and, at forty minutes after nine, the enemy began to fire upon the Tyger, from their batteries below Calcutta, which they successively aban-

B 2 *don-*

* Ives’s voyage to India, p. 100. This intrepid fellow, Strachan, after having served in every one of the engagements between Admiral Pocock and the French in the East Indies, and receiving a wound in one of them, became a pensioner to the Chest at Chatham; and was some years ago a sailor on board one of the guardships at Portsmouth.

done, as the ships approached. At twenty minutes past ten, the Tyger and Kent having got abreast of the fort, commenced a most furious cannonade of near two hours. The enemy were drove from their guns, and soon after ran out of the fort; which the Admiral perceiving, he landed Captain King, and Captain Coote, with the King's troops, to take possession of it; which was immediately done, and the latter appointed Governor. In the fort were found four mortars, ninety one pieces of cannon of different calibers, and a considerable quantity of ammunition. The ships suffered but little: nine seamen and three soldiers were killed, and twenty-six seamen and five soldiers wounded. The Admiral having appointed Captain Coote to be Commandant of the Fort, it was highly resented by Lieutenant-Colonel Clive, who as senior officer of the land forces, claimed it as his right. Neither party were disposed to yield the point; but, to prevent the service from suffering by this dispute, some of the principal officers interposed, and got it amicably settled. The Admiral going ashore the next day, the Colonel delivered the keys of the garrison into his hands, which he immediately delivered to Mr Drake, and his council; who, thereupon, declared war against the Nabob, in the name of the East India Company, as did Admiral Watson in the name of his Britannic Majesty.

The great and uninterrupted success which had attended all the Admiral's operations since he entered the Ganges, threw the enemy into the greatest consternation; and, resolving to take all possible advantage of their panic, he planned another enterprize, which, as soon as he had properly secured Fort William and Calcutta, he set about putting into execution. This was the attacking of Houghley, a rich city belonging to the Nabob, situated about thirty miles above Calcutta. For this service, he ordered the Bridgewater, Captain Henry Smith; the Kingsfisher sloop, Captain Richard Toby: and the Thunder bomb-ketch, Captain Thomas Warwick, with all the boats of the squadron, to be manned with one hundred and fifty sailors, two hundred European soldiers, and two hundred and fifty Sepoys. Major Kilpatrick had the command of the land for-

forces; and the command of the sailors who were to serve on shore, was given to Captain Richard King. This little armament sailed from Calcutta the 5th of January. It however had nearly been disconcerted by an unforeseen accident: the Bridgewater ran ashore, but was luckily got off again, without having sustained much damage. This retarded their proceedings for two days: however, on the 9th, they came to an anchor off the place. The land forces, and the sailors destined to act on shore with them, were immediately landed; and next day, the ships cannonaded the fort until midnight. Major Kilpatrick then sent Captain Coote to examine the breach, which he reported it practicable to enter. On this, they determined to storm the place; and, for this purpose, they resolved to make two attacks at the same time. Fifty men were ordered to attack the main gate, and to keep up a constant firing. The real attack was against the breach; but, as most of the garrison had been drawn to the defence of the main gate, where they heard the greatest fire kept up, this party found but little resistance, and presently obtained possession of the fort, and, soon after, of the city; for the garrison, perceiving the fort carried, fled out at one of the gates with the greatest precipitation. The fort was stronger than was imagined, and had a garrison of at least two thousand men, who fired very smartly on our people for several hours. In it were found twenty guns, from twenty-four pounders downwards. The goods found in the place were but small in comparison of what was reported to be in it; and the captors would, no doubt, have met with a much more considerable booty, if the Dutch had not afforded the enemy intelligence of the design, as well as aided them in removing their most valuable effects. Soon after the taking of Houghley, the Admiral sent up Captain Speke of the Kent, to take upon him the command of the sailors; and he learning that the Nabob had several very considerable granaries at a place called Gongee, about three miles from Houghley, he with the sailors, and Captain Coote with fifty European soldiers and one hundred Sepoys, marched against it. On their way, they learned that the Nabob had a considerable army encamped very near it;

notwithstanding which, they marched for a mile and a half into the village of Gongee, and, having reached the principal granaries, they set fire to them, and began their retreat.

They had scarcely completed their work, when word was brought to Captain Coote, that a body of the Nabob's troops, at least four thousand in number, were marching to attack him. On this, he divided his soldiers into three divisions, and began a street-firing. At the first fire, the commander of the Nabob's troops fell, on which all their horse galloped off. Their infantry kept up an ill-directed fire from the houses, which killed and wounded a few men. On hearing the firing, Major Kilpatrick marched with a reinforcement to sustain this party; but the affair was over before he got up. The Nabob was now incensed beyond measure at the English, who had not only stripped him of all the conquests he had made, but had invaded his territories with success, and greatly distressed his army, by the destruction of his magazines at Houghley and Gongee: he therefore raised a great army, and was resolved, he said, not to leave an Englishman in his dominions. He had already begun his march from Muxadabad for Calcutta; and, soon after the burning of his magazines, he condescended to write to the Admiral. This letter the Admiral answered with a becoming spirit. The Nabob did not choose to make any reply; but continued to augment his forces, and draw his army together, and march towards Calcutta. When he thought he had a force sufficient to demand what terms he pleased, he once more wrote to the Admiral, proposing a negotiation, and that the Admiral should send a person of some consequence to treat with him. The Nabob did not wait for a reply to this letter, but marched on. His force was said to be eighteen thousand horse, fifteen thousand foot, ten thousand pioneers, about forty thousand attendants, fifty elephants, and forty pieces of cannon.

To combat this mighty force, we had only about seven hundred European soldiers, one hundred artillery men, and thirteen hundred Sepoys, with fourteen field pieces, six pounders. Yet were they quite undismayed with the appearance of this multitude; such confidence had they in their commander, and he in the

the

the bravery of his little army. Colonel Clive pitched his camp on a piece of ground about four miles to the northward of Calcutta, between it and the Nabob's army. On the 2d of February, the Nabob's troops were seen marching about a mile from our camp, in the way towards Calcutta. Colonel Clive marched a detachment towards the enemy; and a cannonade began, which continued till it was dark, when the Colonel returned with the detachment to his camp. Agreeably to the proposal of the Nabob, that proper persons might be sent to treat of peace with him; on the 3d of February, Messrs. Walsh and Scrafton were dispatched with the Admiral and Colonel's demands; but these gentlemen, instead of being brought by the Nabob to the place he had named, were conducted to Omichund's garden, which lies within the bound-ditch of Calcutta, and where the Nabob had now fixed his head-quarters. His army were encamped on a plain, about four miles to the eastward of the town, and between it and our forces under Colonel Clive. Our plenipotentiaries, at their first interview, did not fail to express their astonishment to the Nabob, at not finding him at the place he had appointed for their meeting him, to which they had been directed to repair, and much doubted their having power to treat at any other place. When they came to talk on the business which had brought them, they perceived, from the manner in which the Nabob treated the subject, that he meant only to amuse, and procrastinate the matter, in order to gain time: on which, having pressed for leave to depart, he referred them to one of his principal agents, for what he had farther to say: but Messrs Walsh and Scrafton, knowing how little the Nabob's word was to be relied upon, and suspecting some treachery, as soon as it was night they withdrew, and were so fortunate as to get safe to Colonel Clive's camp. On relating to him all that had passed between them and the Nabob, he came to the resolution to attack the Nabob in his camp that very night; and immediately dispatched an officer to the Admiral, to acquaint him of his design, and to request him to strengthen his army with a detachment of seamen. The Admiral heartily concurring in the design, gave the necessary or-

ders immediately. The men all turned out volunteers, and consisted of one hundred and eighty from the Kent; one hundred and seventy-three from the Tyger; one hundred and twenty from the Salisbury; twenty-nine from the Bridgewater; thirty-seven from the Kingsfisher, and thirty from the India-men; making in all a body of five hundred and sixty-nine men, who were put under the command of Captain Warwick of the Thunder bomb. He landed with his corps on the 5th of February, about one in the morning, a little above Kelsal's octagon; and about two he joined Colonel Clive, whose troops were under arms, and ready to march. The detachment of sailors was ordered to attend and guard the train of artillery, which consisted of six field-pieces, and one cohorn. Colonel Clive immediately began his march in the following order:—the King's and Company's grenadiers in the front—the sailors with the artillery—the battalion and the Sepoys brought up the rear. At three o'clock, Colonel Clive altered his disposition, and marched the battalion immediately in front of the sailors with the artillery.

In this order, our little army marched unperceived till day-break, having Mr Amyatt and a black man for guides. About five o'clock they entered the Nabob's camp, and began the attack immediately. It was extremely favourable to the Nabob and his army, that at this time there was one of those remarkably thick fogs, which, at certain seasons of the year, are very frequent in Bengal; and which even surpass the thickest fogs on the banks of Newfoundland, and render any object invisible at a few yards distance. This circumstance occasioned our guides to mistake their way; and, instead of conducting our principal attack to the Nabob's tent, they kept too much to the left, and led the troops without the Bunglo ditch, behind which the enemy had entrenched themselves. This mistake was the only thing which saved the Nabob and his army. Colonel Clive therefore, drew off his troops, gained a pass in the entrenchment; and, as day was now broke, the fog dispersing, and the great inferiority of his numbers would soon be discovered, he made the best of his way for Calcutta, where he arrived, amidst a brisk

a brisk cannonading on both sides, about noon. In this action, Captains Pye and Bridges of the Company's troops were killed; and Lieutenant Lutwidge, of the Salisbury, mortally wounded: twelve sailors, seventeen soldiers, and ten sepoy killed; and fifteen sailors, and near fifty soldiers and sepoy wounded. The carriages of two of the field-pieces breaking, they were obliged to be left behind. The Nabob's loss was very considerable. A Brahman, who was in his camp soon after the action, said he had thirteen hundred men killed and wounded; and, among the former, two Generals, and twenty-two Captains, besides the loss of five hundred horses, and three or four elephants. This action began to sicken the Nabob of war, and make him now turn a serious thought to peace. He dreaded the thoughts of another attack, especially as Colonel Clive, about five o'clock the same evening, by an excellent piece of generalship, marched from Calcutta back to his former ground. Soon after the storming of the Nabob's camp, the Admiral wrote to him; and, the day following, the Nabob made overtures of peace; and, to shew how earnest he was to get it speedily accomplished, began to march his army back to Muxadabad. On the 9th of February, the Nabob wrote to the Admiral, and sent the articles of peace which he had ratified. (See Note 103.)

The certain intelligence our Commanders had received of a French war, of the succours which the French were sending out to India, and of the strong garrison they had at Chandernagore in the neighbourhood of Calcutta, made them hasten to conclude their differences with the Nabob, and prevented them from obtaining such advantageous terms as they might otherwise have expected. The Governor and Council pressed the Admiral to attack the French settlement at Chandernagore immediately; and he was deterred alone from complying with their request, by the arrival of some French gentlemen from that settlement, with proposals for a neutrality. They were far from being unreasonable; but at length, were wholly rejected from the following considerations—All the French settlements in India are subordinate to the Governor and Council of Pondicherry: Therefore, the Governor and Council of the French settle-

settlements in Bengal, were not supposed to have sufficient authority to enter into a treaty of neutrality, which the Superior Council of Pondicherry might disapprove of, and render invalid.

The French finding this plan unsuccessful, fell on another, in which, for a while, they succeeded better. They applied in the most powerful manner to the Nabob; and, just as the expedition was nearly ready to take place, he wrote to the Admiral, requiring him to desist from attacking the French: this letter was dated the 19th of February. A new correspondence was opened between the Admiral and the Nabob; and the former, at last, prevailed on the latter so much, that he left it with him to do whatever he thought right: this letter was dated the 10th of March. Notwithstanding certain intelligence had been received of the treacherous disposition of the Nabob, of the various intrigues he had entered into to avoid fulfilling the terms of the treaty, and of the assistance he secretly afforded the French; yet, on the present occasion, these were to be overlooked, and his seeming compliance with the Admiral's request embraced, before the enemy could have time to work on him to withdraw the order. As the Nabob had been in dread of an attack from the Pytans, he had requested the Company's assistance. Accordingly, Colonel Clive crossed the Ganges with the army, to be at hand to assist the Nabob, or to be ready to march against Chandernagore, as soon as the Nabob would give his consent.

On the 8th of March, the Admiral having sent the Bridgewater and the sloop to escort the stores, the Colonel began to march toward the French settlement; and on the 13th it was invested. On the 14th, the enemy made a strong sortie, but were repulsed with the greatest bravery by Captain Coote; on which they abandoned all their outworks and batteries, and shut themselves up in the Fort. This Fort was a regular square, about three quarters of a mile in circumference, with four bastions, each mounting sixteen guns, besides some on the curtain, and a battery of four pieces of cannon on the top of a church. There was a dry fosse round three sides to the land,

land, with a glacis of about forty yards. Before the north-gate was a ravelin which mounted five guns; and the port at the river side, was defended by a battery of six guns, which flanked down the river. As the enemy had, for a considerable length of time, been apprised of the Admiral and Colonel's intentions against them, they had fallen on every expedient to frustrate their design. In the channel, about a mile below Chandernagore, which is rendered very narrow by means of a sandbank, they sunk three ships loaded with ballast: fortunately for us, they had neglected to cut away their masts. They had prepared several ships filled with combustibles, ready to drop down on the fleet, whenever they should begin the attack. The men of war having landed at Calcutta all their superfluous stores, began to move up the river. On the 18th of March, the Kent, Tyger and Salisbury, got within sight of the French fort, and anchored, the 19th, off the Prussian octagon. At night, the Admiral sent the boats of the squadron, manned and armed, up the river, to endeavour to cut the cables of the fire-ships, and turn them adrift: this was accordingly effected without any loss. On the 20th, the Admiral sent a summons to the French commandant to surrender the place. He returned for answer, that he would defend it to the utmost of his power. The Admiral sent the boats to sound the river, which the enemy did all they could to prevent, by throwing of shells, and a severe cannonading. These did little or no execution; and a safe channel being found, the Admiral determined to proceed the next morning, and settled his disposition for the attack: the Tyger to be placed against the N. E. bastion; the Kent against the curtain between the bastions opposite the water-gate; and the Salisbury against the S. E. bastion. Colonel Clive had erected a battery to play in concert with the ships.

By the 22d, every thing was ready; but the tides not answering, the Admiral postponed the attack till next morning. In the evening of the 21st, Rear-Admiral Pocock, arrived in his boat. He had come a few days before to Ballasore road, in his ship the Cumberland; but as he could not get her up
the

the river, he resolved to be at the seat of action as soon as possible, and came up the river in his barge. Next day, he hoisted his flag on board the *Tyger*. Every precaution being taken for the ships to find the right channel, the Admiral got under sail with the squadron, very early on the 23^d of March. At ten minutes after six, the enemy began firing from a redoubt they had close to the river side, which they abandoned as the leading ship approached. Colonel Clive opened his battery on the south-east bastion. By half an hour after six, the *Tyger* was placed in her station; soon after, the *Kent* also; and the Admiral made the signal to engage. Unfortunately, just as the *Kent* let go her anchor, the tide of ebb began to make with great rapidity down the river, which occasioned her anchor to drag, and before she brought up, was got into the station which should have been occupied by the *Salisbury*: by this accident, the *Salisbury* was thrown out of the action, to the great regret of all on board. The battle now raged with great fury. At last, after three hours of a most severe cannonading, the French desired to capitulate, and terms were agreed on. (See Note 102.)

As the *Kent* and *Tyger* had to sustain the brunt of this attack, they suffered very much. The former had nineteen men killed, and forty-nine wounded; and the latter thirteen men killed, and fifty wounded. Scarce an officer on board the *Kent* escaped unhurt. The first Lieutenant, Mr Perreau, was killed; the third Lieutenant, Mr Hey, mortally wounded; and Mr Staunton, fourth Lieutenant, wounded. Captain Speke and his son, were both wounded by the same cannonball; the latter so badly, that there was a necessity to amputate his leg; in consequence of which operation, he died, to the inexpressible grief of his worthy father, and all his acquaintance. The Master of the *Tyger* was killed; and Rear-Admiral Pocock slightly wounded. The *Kent* had three upper and three lower deck guns dismounted; and both ships suffered much in hulls, yards, masts and rigging. The *Kent*, during the action, by the explosion of some cartridges, was set on fire; but, by the presence of mind, and activity of Lieutenant William

William Brereton, it was happily extinguished. The enemy's loss was very considerable in killed and wounded. They had a garrison of five hundred Europeans, and seven hundred blacks; one hundred and eighty-three pieces of cannon, from twenty-four pounders downwards; three small mortars, and a considerable quantity of ammunition. Besides the ships the enemy sunk below to stop up the channel, they sunk and run ashore five large ships above the Fort; and four sloops and a snow, fell into the captors hands. The enemy made a very gallant resistance, and held out till the British ships and batteries had completely ruined the defences of the place. The land forces under Colonel Clive behaved with their usual intrepidity.

A few days after the capture of Chandernagore, the Admiral wrote to the Nabob, to inform him of his success, and pressed him to fulfil the treaty he had entered into: but this crafty prince still put him off with ample promises, and great professions of friendship, at the same time that he had granted a protection to M. Law, and the French who had fled from Chandernagore. As they made him believe that a great force was coming from Europe to their assistance, which would soon drive the British from all their conquests in Bengal; he listened to all they said, and endeavoured to procrastinate with the English, until he should be sufficiently enabled to act openly against them. Several letters passed between the Admiral and Nabob; but these had not the desired effect: and Mr Watts, and the gentlemen of the factory at Cassimbuzar, found it necessary, privately to withdraw from that place; of which, the Nabob, in a letter to the Admiral of the 13th of June, complained as a breach of treaty, and seemed resolved to proceed accordingly.

From the time that Surajah Dowlah became a conqueror, his pride and insolence increased so greatly, that many of his principal courtiers were very much discontented; but as his cruelty kept pace with the rest of his bad qualities, they were afraid either to speak or act, as the Nabob had made many severe examples from his suspicions only. The chief of the malcontents, were Meer Jaffier Ali Cawn, a man of great power

power, and nearly allied to Surajah Dowlah; Roy Dullub, general of horse; and Jugget-Seet, banker to the Nabob, and esteemed the richest merchant in all India, or perhaps in the world. These persons resolved, if possible, to dethrone Surajah Dowlah; and made known their designs to Mr Watts, then resident at the Nabob's Court. He immediately made them known to Colonel Clive, and he to the secret Council at Calcutta, who resolved to encourage and promote the scheme all in their power.

As the tyrant was extremely suspicious, and had spies on all the principal persons of his court, the utmost circumspection became necessary; and the Council, leaving the management of this important affair entirely to the conduct of Colonel Clive and Mr Watts, they took every precaution to insure success. Mr Watts judged it would be extremely dangerous to be seen going often to the houses of the conspirators. He therefore drew one Omichund, a Gentoo merchant to his interest, and communicated the secret to him; and, by his means, carried on his correspondence with Meer Jaffier, unobserved. This Omichund was a man of a very extraordinary character, of the deepest cunning, and his insatiable avarice such, that, for the sake of pecuniary advantages, he was capable of carrying into execution the blackest designs. Mr Watts was not sufficiently aware of what Omichund was capable of doing, till it was out of his power to retrieve it. The plot was just ready to take place; nothing remained on the part of Mr Watts, but the signing of the treaty with Meer Jaffier, when the ruling passion of Omichund had nearly rendered the whole abortive. As he knew Surajah Dowlah was possessed of great treasures, he therefore demanded of Mr Watts, as a reward for his services, one quarter of the Nabob's wealth, which was supposed to be near eighty millions sterling, and told Mr Watts, if his demands were not complied with, he would inform the Nabob of the whole transaction; and, from the knowledge he had of his temper, left him to judge of the consequences. After much conversation with Mr Watts on this subject, his final terms were, thirty lacks of
rupees

rupees, or three hundred and seventy thousand pounds sterling, to be secured to him by a special article in the treaty. Mr Watts applied to Meer Jaffier, and informed him of Omichund's ultimate demands. He resolved not to abide by them, if any means could be advised to obviate them, and, it is thought, suggested the plan which was afterwards carried into execution. Mr Watts wrote an account of the whole to the secret Council; and they agreed that two treaties should be executed, the one real, the other fictitious; the first to be the one by which Meer Jaffier was to abide; the second to have the article insisted on by Omichund in it; both of which were to be signed by Meer Jaffier, but the last only to be signed in Omichund's presence. Such was the strict probity of Admiral Watson, that he could not be prevailed upon to sign the fictitious treaty, by which even such a consummate villain as Omichund was to be cheated. But matters were now gone too far, to recede; therefore Colonel Clive and the rest of the Council signed the treaty, and Admiral Watson's name was, without his knowledge, put to it. Meer Jaffier privately signed the real treaty, and in Omichund's presence signed the fictitious one; who, being now perfectly satisfied, nothing remained but to put the finishing stroke to the conspiracy. (See Note 104.)

On the 12th of June, Meer Jaffier and his confederates sent word that all was ready; and on the 13th, Colonel Clive marched with the whole army, which consisted of

Regular troops	-	-	-	650
Topasses, serving with ditto	-	-	-	100
Artillery-men	-	-	-	100
Sailors, under Lieutenant Hayter and seven midshipmen, who served with the artil- lery	-	-	-	} 50
Sepoys	-	-	-	
				2100

Total, 3000

Eight field-pieces, six pounders.—One howitzer.

The Admiral garrisoned Chandernagore; the squadron protected

ted Calcutta; and he ordered the Bridgewater up to Houghley, to keep open the communication there between the army and the squadron.

The day Colonel Clive began his march, he wrote to the Nabob, wherein he complained of the flagrant breaches of the treaty; of his turning their Vaqueel disgracefully from his presence; refusing free passage to the English through his country; intercepting their trade, and searching the factory at Cassimbuzar for ammunition and warlike stores, on pretence of an attempt on his life, in time of profound peace; threatening them with an instant rupture, if they did not submit to the search. But what he greatly insisted on, was the protection and money with which he assisted M. Law, and the French in his dominions, and other articles by which he had grossly infringed the treaty. In short, that he was resolved to march immediately to Cassimbuzar, and would willingly submit his observation of the treaty to Meer Jaffier, Roy Dullub, Jugget-Seet, and others his great men; and if they should find he had deviated in the least from the treaty, he would give up all further claims: but if, on the contrary, it should be found, that the Nabob had violated the treaty, he would then demand satisfaction for all the losses the English had sustained, and all the charges of their army and navy: And concluded—as the rainy season was near, he should not wait for an answer being sent to him, but would come and receive it.

On the 14th of June, Mr Watts and the other gentlemen, with thirty soldiers, who had made their escape from Cassimbuzar, joined the army; and on the 18th, Major Coote was sent to besiege Cutwah fort and town, situated on the side of the river which forms the island of Cassimbuzar; and on the 19th, the Nabob's forces abandoned the fort, leaving in it fourteen pieces of cannon, and a large quantity of ammunition and grain.

As it had been agreed on by all in the confederacy, that Meer Jaffier should succeed to the Nabobship, Colonel Clive, when within two days march of Muxadabad, halted for a few days, until he received advice from Meer Jaffier. On the 21st of
June

June, at night, he began his march; and as the rainy season was now set in, and most of the country overflowed, the soldiers had to march the greatest part of the way up to their middles in water. At six o'clock next morning, the army having crossed the river, marched two miles farther, and took post. There they halted till the evening, when the march was resumed; and at four in the morning of the 23d, the army took post at Plassey-grove, after a very fatiguing march, it having rained the whole night.

The Colonel, soon after his arrival, had intelligence brought him, that the vanguard of the Nabob's army, consisting of six thousand men, was within three miles of ours; on which he ordered an advanced guard of two hundred Europeans, and three hundred Sepoys, with two pieces of cannon, to post themselves in Plassey-house; and several guards of Sepoys, at proper distances from each other, round the grove. At day-break, the Nabob's army was perceived marching out of their lines, and, from their motions, seemed determined to surround our army. Colonel Clive accordingly made a disposition to receive them. The right flank of the army was covered by the grove, and the left by Plassey-house and river. The Nabob's army kept marching towards ours. It was formed in deep columns, supported by a train of artillery consisting of upwards of fifty pieces of cannon, of eighteen, twenty-four, and thirty-two pounders. His train was posted between the intervals of his troops, and batteries of two or three pieces of cannon. They continued marching in this manner as long as the ground would admit of it; but having failed in their design to surround our army, they made a halt, and detached a large body of troops, commanded by Meer Modun, one of their principal Generals, headed by fifty French, and four pieces of cannon, and lodged themselves behind the banks of a tank or pond, only six hundred yards distant from our army, when they began a brisk cannonade. This was returned from our field-pieces; and both armies continued in this situation till twelve o'clock, when a heavy shower of rain falling, the enemy's horse advanced, as if to take advantage of it; but find-

VOL. II. c ing

ing the rain did not in the least slack the briskness of our cannonade, their ardour was checked. The rain ceasing, the cannonading continued till three o'clock, when the enemy retired, without confusion, to their old camp. A large corps was now seen marching on our left; but the uncertainty whether they were friends or foes, made the Colonel order the field-pieces to be fired, to make them keep at a proper distance. This corps proved to be that part of the Nabob's army commanded by Meer Jaffier.

Colonel Clive, who had been at the head of his troops during the whole time of the cannonade, retired for a few minutes to Plassey-house to get dry clothes. He left the command of the troops with Major Kilpatrick, with directions to inform him, if any motion was made by the Nabob's army; and not to stir without his orders. But great was his surprise, when he had notice, that a large detachment of our troops, with some field-pieces, was marching towards the eminence which had been occupied by the enemy's troops under Meer Modun and the French. The Colonel hastened after this detachment, and overtook it just as it arrived at the tank. He found it commanded by Major Kilpatrick, with whom he was very angry for taking upon him to march the troops without his orders. The Colonel was determined not to retreat, and sent for a reinforcement of troops from the Grove; which Major Coote brought immediately to him. He resolved to bring on a second action, and to make it decisive.

He ordered the King's grenadiers, and a grenadier company of Sepoys, to lodge themselves behind a bank, very close to the enemy's lines, from whence they kept up a continual fire with their small arms; as did the detachment at the tank, with four pieces of cannon. The enemy came out in large bodies with their heavy artillery, to attack our several detachments; but met with such a warm reception, that they were every one of them repulsed with considerable loss. After a smart cannonading, the enemy's troops were observed to be in great confusion, and their elephants to be very unruly. Colonel

Colonel Clive took immediate advantage of it, and sent orders to Major Coote to attack a large body of the enemy's horse posted near him; and to another officer to storm the angle of the enemy's camp at the same time. Both these attacks happily succeeded; the enemy made but a faint resistance, and a general route ensued. The pursuit continued till it was dark; when the army halted at Doudpore, a place about six miles from the field of battle: and here the rest of the army from Plaffey, joined Colonel Clive.

Our loss in this memorable battle was very inconsiderable ; nineteen Europeans killed and wounded, and thirty Sepoys. The Nabob's army was computed to amount to twenty thousand horse, and forty thousand foot. He had about five hundred men killed, among whom was Meer Modun (whose death occasioned the confusion just mentioned), besides three elephants, and a great many horses. All his artillery, camp, baggage, elephants, &c. fell into the conqueror's hands. During the pursuit, a large body of horse appearing on our right, they were fired at : but soon after, a messenger arrived with a letter from Meer Jaffier to Colonel Clive, informing him that they were troops under his command, and requesting an interview with him that night or next morning.

Accordingly, next day he had an interview; and after he had congratulated the Colonel on his victory, he assured him, that he was now ready to perform his agreement. The Colonel saluted him Nabob of Bengal, Bahar, and Orixá; and advised him to repair, without the smallest loss of time, to Muxadabad, after Surajah Dowlah; and assured him, he would immediately follow him with his whole force, to maintain him in his dignity.

The Nabob Surajah Dowlah, immediately on his defeat, fled to his capital, from which he was only about twenty miles distant; and the next evening, in the utmost despair, on Meer Jaffier's arrival, he disguised himself in the habit of a Faquier, and, with one or two attendants, endeavoured to make his escape *. Meer Jaffier immediately entered the palace, where

* He was pursued, overtaken, and made prisoner next day by a body of troops

every thing was in the utmost confusion ; but the timely arrival of Messrs Watts and Walfh from Colonel Clive, pacified the inhabitants, as they were assured of his protection.

On the 27th of June, Colonel Clive made his public entry into Muxadabad ; and, on the 30th he went to the palace, where, in presence of all the great men of the Court, he solemnly seated Meer Jaffier on the Musnud, or carpet and throne of state, where he was unanimously saluted Nabob, and received the submission of all present.

The treasures of the late Nabob fell greatly short of expectation. However, Meer Jaffier punctually fulfilled all the articles of the treaty, as soon as his finances permitted. And, so highly sensible was he of the important services rendered to him by Admiral Watson and Colonel Clive, that, over and above the sums stipulated to be paid by the treaty, he gave fifty lacks of rupees, or 650,000*l.*, to be divided between the navy and army.

Colonel Clive spent the remaining part of the month in settling and adjusting all matters consequent to such an important revolution.

All these mighty affairs were scarcely concluded, and the affairs of the East India Company, from the most desponding state, restored to their former prosperity, or rather in a state of splendour which they had never before attained ; when the man who had been the chief contributor to this success was carried off by the unhealthiness of the climate, on the 16th of August 1757. The illustrious person alluded to, was Vice-Admiral Charles Watson. He died, most sincerely and deservedly regretted. We have already had occasion to speak of him in a public character, and of his behaviour in the public service. His character in private life was not eclipsed by his public conduct*. His death at this time would have been severely felt by England in this part of the world, had not the next in command

headed by a son of Meer Jaffier, by whose order he was that night put to death privately.

* The East India Company have erected a beautiful monument to his memory in Westminster Abbey ; and his Majesty was pleased to create his only son a Baronet.

mand been Rear-Admiral Pocock, who was equal to the importance of the trust now reposed in him; and he had scarcely taken on himself the command, before he had occasion to exert all his abilities to save the India Company's settlements on the Coromandel coast from total ruin.

Admiral Watson had stationed Commodore James, in the Company's frigate *Revenge*, of twenty-four guns, off Pondicherry, to watch the motions of the enemy, and to give him the earliest intelligence of the French squadron, which he had reason to expect on the coast: on this station, Mr James was joined by his Majesty's ship *Triton*, commanded by Captain Townley. Early in September, Rear-Admiral Pocock received a letter from Commodore James, informing him, that the *Revenge* and *Triton* had been chased from their station, by a strong squadron of French ships of war; and added, that Commodore Stevens, with the reinforcements from England, might be hourly expected. These the Admiral impatiently longed for, as the force he had at present with him was by no means a match for the enemy. The *Kent* being quite worn out, was condemned and broke up. Three ships of the line, two frigates, and a sloop of war, were all the force he could now muster up; and of these, the *Cumberland*, who had never come higher up the Ganges than Culpee, was preparing to heave down. While here, she took a very rich French ship which came into the Ganges. Commodore James in the *Revenge*, while escorting a body of troops from Bombay to Bengal, fell in with the *L'Indien*, a French East Indiaman, on the coast of Malabar, and took her. She was laden with warlike stores and provisions for the French squadron then at the Mauritius; which was a loss they severely felt, as it greatly retarded their equipment.

Commodore Stevens was detained longer at Bombay than he expected, in the necessary repairs of his squadron, having been obliged to heave down his own ship, the *Elizabeth*, to stop a leak. He sailed thence the 20th of January 1758 for the Coromandel coast.

We shall conclude this year's account of the operations in

the East Indies, by the very spirited behaviour of three Captains of ships belonging to the British East India Company; and shall give it in Captain Wilson of the Suffolk's own words.

“ On the 8th of March 1757, in lat. 35.—40. S and 6. 30.
“ to the eastward of the Cape of Good Hope, in company
“ with the Houghton, Captain Richard Walpole, and the Go-
“ dolphin, Captain William Hutchinson, saw two sail, who
“ gave us chase, and, coming up with us in the night, kept on
“ our weather-beams till morning. Being suspicious of a war,
“ we made ready to engage. At dawn of day, we all spread
“ our colours, and I made the signal for a line of battle ahead;
“ which being presently formed, we hauled up our courses,
“ took in our small sails, and laid to, to receive them. As the
“ day broke, we could perceive the ships to be French, the lar-
“ gest being a two-decker, with fourteen ports in her lower
“ tier; and the other a frigate of twenty-six guns. They bore
“ down on us, and, before they came within gun-shot, hoisted
“ their colours; and the large ship fired a shot at us, which I
“ immediately returned; but both falling short, we desisted fir-
“ ing till they came within our reach: when a general firing
“ began on our side, they hauled up to the westward, to bring
“ their broadsides to bear, and began also. The attack was
“ short; for as our heads lay different ways, we were soon out
“ of the bearings of each other's guns. All our ships received
“ some shot; and the great ship's main-top-sail being brought
“ down, they made sail to the westward; on which we wore,
“ and, making sail after them, soon came up, got considerably
“ nearer, and brought our larboard guns to bear. A warm en-
“ gagement ensued for about half an hour, when the French
“ ship hoisting her main-top-sail, they made sail from us. We
“ immediately crowded after them, but they went fast from us.
“ Being out of gun-shot, they spoke with each other, and soon
“ tacked. There being little wind, they fell much to leeward
“ before they could bring their ships to. When they set all
“ their sail, we hauled up our courses to receive them. They
“ came much nearer than before, and a very smart fire was
“ maintained on both sides whilst they were passing. When
“ they

“ they went out of the bearing of our guns, we set all our sail,
“ making a show of standing for their wakes: But as they con-
“ tinued their course to the eastward with all their sail, we
“ shaped ours to the westward, and lost sight of each other in
“ about six hours. By the shot lodged in our hulls, we found
“ that the great ship carried twenty-four and twelve pounders,
“ and the small one twelve pounders.

“ As these ships were not in a proper station for cruising,
“ we concluded they were on their passage to Mauritius.

“ I should do our officers and seamen injustice, if I did not
“ inform you, that they behaved with all the bravery and in-
“ trepidity peculiar to English seamen.”

On board the *Godolphin*, a midshipman lost his leg, and two seamen were wounded: they all recovered. On the former, the East India Company settled a handsome annuity for life: And the Company having, some time before, come to a resolution, to give a bounty of two thousand pounds Sterling to every crew which should defend their ship when attacked by the enemy's ships of war, they, on this occasion, cheerfully paid the money to the respective crews who had so well merited it.

The French Ministry had determined to send out a strong naval and military force to the East Indies, under the command of officers of experience, early in the year 1757, in order to obtain such a superiority of force in that country as would enable them to dispossess the British of their settlements in India: the command of the squadron destined for this service was conferred on the Compt D' Aché, an officer of abilities and experience: that of the land forces was given to Lieutenant-General Compté Lally; he was also appointed Governor General of all the French possessions in India, and vested with most extensive powers. The squadron of M. D' Aché consisted of the *Zodiac* of seventy-four, the *Belliqueux* of sixty-four, and the *Superbe* of seventy guns, King's ships, together with a ship of fifty guns, and a frigate belonging to the East India Company. On board of this squadron was embarked the regiment of Lally, and a detachment of the royal artillery, making about twelve hundred men, and a great many officers of the

first families, and of high rank in the army, eager to have an opportunity to distinguish themselves on a service where they thought that success was infallible. This armament sailed from Brest on the 6th of March 1757, but was soon after overtaken by a violent storm, in which the *Belliqueux* lost her main-top-gallant mast, and mizen-top-mast, and was in such danger of driving ashore, that her Captain was obliged to come to an anchor, and make the signal of distress, on which M. D' Aché, in the *Zodiac*, went to his assistance; in doing of which, as the gale still continued to blow strong, he lost her main and fore-top-masts, and the squadron being much disabled, they were compelled to return to Brest to refit. During the short space of time that M. D. Aché's squadron had been at sea, some dispatches had been received from Canada of an unfavourable nature; on which the French Ministry resolved to send succours immediately to North America; but not having a naval force ready of sufficient strength to escort them, they were compelled to withdraw the *Superbe* and *Belliqueux* from M. D' Aché's squadron, and equip them for this service; and M. D' Aché received orders to remain at Brest until his squadron was reinforced with ships of such force as would enable him to execute the orders he had received: an expedient was fallen on to do this with great expedition. The French East India Company had several of their ships constructed on purpose to serve as ships of war, when they might require it; of which four had sailed for India, having on board the regiment of Lorraine, in December 1756. Two ships of this description being at Brest, were immediately added to M. D' Aché's squadron; and he was to be still farther reinforced by three more, who were ordered to be got ready with all possible dispatch at Port L'Orient. The equipping of these vessels retarded the departure of M. D' Aché's fleet until the 4th of May: they reached Rio de Janeiro, in Brazil, on the 23d of July, having lost three hundred men by a fever, owing to their being too much crowded on board the ships. Here they remained two months, in order to refresh their soldiers and sailors, when M. D' Aché once more put to sea, and arrived at the Isle de France on the 18th

of December, with a great number of sick on board the squadron. At this port he found the ships that had carried out the regiment of Lorraine, returned from Pondicherry. He lost no time in getting his squadron put in a condition to enable him to obey the instructions he had received. He had his sick landed, and reinforced his squadron with the best of the East India Company's ships he found there; and, taking as many men from the crews of the remaining ships as completed his complement of men, he put to sea on the 27th of January. The operations of this formidable armament will be fully related in the affairs of the year 1758.

On the 26th of October 1757, advices were received by the Governor and Council at Madras, of the great success which had attended the operations of Admiral Watson and Colonel Clive in Bengal; but the accounts of this great prosperity were somewhat damped, by the dispatches informing them that it had been found necessary to detain the detachment of troops which had been sent from Madras to Calcutta under Colonel Clive: this was the more severely felt, as certain information had been received of the great reinforcements the French expected from Europe. Admiral Pocock had also received intelligence of a great naval and military force that the French were sending to India; he therefore determined to remain with the squadron in the Ganges, until the month of January, for the protection of Calcutta, in expectation of being joined by the fleet from England under Commodore Stevens. In August, when the Commodore arrived in the bay of St Augustine, in the island of Madagascar, he dispatched the Queenborough frigate, to inform Admiral Pocock that he intended to proceed with the squadron under his command to Bombay, where he expected to join him.

From this determination, it became impossible for Commodore Stevens to reach the coast of Coromandel sooner than the beginning of the year 1758. The approach of the monsoon made this disappointment of less importance; as, while it continued, no operations could be carried on; and, as the enemy did not expect any more ships of force from Europe during this interval,

interval, it was to be hoped that before the French fleet could arrive at Pondicherry, the two British squadrons would have formed a junction.

WEST INDIES.—*Leeward Island Station.*

THE squadron on this station was commanded by Commodore Moore. He relieved Rear-Admiral Frankland, who proceeded to England in the Winchester (See Note 105.) The most important services rendered by this squadron, were, the protection it afforded to the trade of the islands; the taking and destroying a great many of the enemy's privateers; and capturing a great number of their merchant ships. Captain Middleton took no less than seventeen privateers; most of them indeed of small force, but very capable of doing mischief. For this piece of service, the Assembly of the island of Barbadoes ordered him one hundred pistoles to purchase a sword, in token of their approbation of his conduct, and of their gratitude for the protection he had afforded their commerce.

WEST INDIES.—*Jamaica Station.*

HIS Majesty's squadron on this station was commanded by Rear-Admiral Cotes (See Note 106.), who having the best intelligence of the enemy's force in those seas, stationed his ships so judiciously, and pursued such measures for the protection of our trade, that, of the rich fleet, consisting of one hundred and fifty sail of merchantmen, which he sent to England under convoy of the Lynn, and other ships of war, not one fell into the hands of the enemy. He sent the *Augusta*, *Edinburgh*, and *Dreadnought*, under the command of Captain Forrest of the former, to cruize off Cape François, where the enemy were assembling a fleet for Europe. This fleet was to be escorted by a squadron of war ships, commanded by M. de Kerfaint, who had arrived some little time before from the coast of Africa, where

where he had pillaged some defenceless places, and made several valuable captures. The Admiral hoped, that Captain Forrest's force would be nearly equal to that of M. de Kerfaint; but the French Commodore unexpectedly meeting with a reinforcement of some ships at Cape François, this, with the assistance of the garrison and the seamen belonging to the merchant ships, now added to his squadron, made him greatly superior to the force under the command of Captain Forrest. (See Note 107.) On the 21st of October, M. de Kerfaint came out of Cape François; and with his formidable squadron, was in hopes of compelling Captain Forrest to quit his station. At seven in the morning, the Dreadnought made a signal for seeing the enemy; and by noon they could be plainly seen from the quarter-deck. On this, Captain Forrest made the signals for Captains Langdon and Suckling to come on board of him to hold a Council of war, which was of very short duration. Being all met on his quarter-deck, Captain Forrest said, "Well, gentlemen, you see they are come out to engage us." Upon which Captain Suckling answered, "I think it would be a pity to disappoint them." Captain Langdon was of the same opinion. "Very well, replied Captain Forrest; go on board of your ships again:"—when he immediately made the signal to bear down and engage the enemy. Captain Suckling led the van, Captain Forrest was in the centre, and Captain Langdon in the rear. The action commenced about twenty minutes after three o'clock, and continued with great briskness for two hours and a half; when the French Commodore made the signal for one of his frigates to come and tow him out of the line. The rest of his squadron soon after followed his example.

Never did officers and men behave better than the British. Their good conduct was as conspicuous as their bravery. The enemy, on the contrary, did not avail themselves of their evident superiority, and blundered very much. At the beginning of the action, the Greenwich shooting up too near the Intrepide, they had nearly fallen on board each other. This threw them into confusion; which Captain Suckling observing, took all the advantage he could of it. When the Intrepide fell
aftern

aftern disabled, the *Opiniatre* shot up into her station ; in doing of which, the *Greenwich*, still in confusion, got on board of the *Sceptre*. Unable to extricate themselves from their disagreeable situation, the whole group were furiously cannonaded by the *Augusta* and *Edinburgh* ; which last fairly drove the *Sceptre* out of the line.

Our ships had suffered so much in their rigging, that they were in no condition to pursue the enemy. The *Augusta* had nine men killed, among whom was the First Lieutenant and twenty-nine men wounded, twelve of them dangerously ; with masts, yards, sails, boats and rigging very much damaged. The *Dreadnought* had nine men killed, and thirty wounded, twenty very dangerously ; lost her mizen-top-mast in the action, and the mizen-yard shot down ; also the main-top-mast and top, soon after the action was over ; every mast, yard, sail, rope and boat unserviceable, except the fore-top-mast and top-sail yard ; with many shot in the hull. The *Edinburgh* suffered least : she had only five men killed, and thirty wounded ; but her masts, sails and rigging were much damaged, and some shot in her hull.

No war has produced a braver action, nor a victory gained over such decided superiority. The French, on this occasion, had put on board the *Sceptre* her full complement of guns, either from the shore, or out of an India ship they had at the Cape ; had also mounted the *Outardé* storeship with as many guns as she had ports ; and had not only men taken from the merchant-ships, but soldiers from the garrison. Their loss of men was prodigious, between five and six hundred killed and wounded. The *Intrepide* had her mizen-mast and main-top-mast much wounded, thrice set on fire by their own powder, and the rigging and sails so much damaged that the ship would not work. The *Sceptre* was so much damaged by the *Edinburgh*, as to be obliged to quit the line before the action was over. The *Opiniatre* was dismasted, and otherwise greatly disabled. The *Greenwich* had her masts, yards and rigging greatly damaged, and thirty shot between wind and water.

Captain Forrest with his ships was obliged to bear up for
Ja-

Jamaica, in order to get his damages repaired. And as soon as M. de Kerfaint could get his squadron ready, he sailed for Europe with his convoy. On their approaching the coast of France, they met a severe storm; in which the *Opiniatre*, *Greenwich*, and *Outardé*, parting from their anchors in *Conquet* road, drove ashore, and were wrecked.

The *Assistance*, Captain *Wellerd*, on the 20th of November, chased a snow privateer of eighteen guns, and a schooner privateer, with a prize she had taken, into *Tiberoon-bay*, at the west end of the island of *Hispaniola*, where the enemy had a battery of five guns. The vessels hauled close to the shore, in hopes of finding protection from the battery. Falling little wind, Captain *Wellerd* was obliged to tow in. On the 21st, he burnt the two privateers, sunk the prize, and dismounted all the guns on the battery, with the loss only of two men killed, and some damage done to his rigging.

The princess *Mary* captured, off *Monti Christi*, a large Dutch ship, laden with sugar, coffee and indigo. It appeared that this ship was one of the fleet which had sailed from *Cape François* a few days before, under convoy of M. de Kerfaint's squadron; and that she had brought from *Holland* to that place, cannon, shot, powder, and other warlike stores; and was now on her return to Europe with a French cargo.

On the 6th of December, Admiral *Cotes* sailed from *Jamaica* with the *Marlborough*, *Augustus*, and *Princess Mary*. On the 13th, he made the *Augusta's* signal to chase off *Cape Tiberoon*, where she took a small French sloop, loaded with sugar; and the enemy set fire to a large ship of sixteen guns, to prevent her falling into our hands; which blew up before the *Augusta's* boat could get on board. On the 14th they took with their boats two French privateers; one of eight guns and twelve swivels, the other of four guns and eight swivels; most of whose crews swam ashore. Some of the few that were made prisoners on this occasion, informing the Admiral, that a rich fleet under convoy of two armed merchant frigates, were ready to sail from *Port-au-Prince* for Europe, the Admiral immediately dispatched the *Marlborough's* tender to look into that

that port; who soon returned with an account, that eight laden ships were come into the road, and lay with their main-top-sails loose. Upon this, the Admiral ordered the *Augusta* to cruize off the island of Gonave for two days; at the expiration of which time, she was to join the squadron off Cape Nicholas.

The courage and conduct which Captain Forrest displayed on the 21st of October this year, were not more conspicuous than his knowledge and alacrity on the present occasion. Conformably to his orders he proceeded up the Bay, between the islands of Gonave and Hispaniola, with a view to put in practice a plan he had laid, for making prizes of the above ships. Next day, in the afternoon, he saw two sloops; but, that he might not risk a discovery, he for the present forebore chasing them; and the better to conceal his design, hoisted Dutch colours, and disguised his ship with tarpaulins. At five in the afternoon, he discovered seven sail of ships steering to the westward, and hauled from them to avoid suspicion; but as soon as it was dark, he followed them with all the sail he could carry. About ten o'clock at night he perceived two sail, one of which fired a gun, and the other made the best of her way to Leogane, another little port in the bay. Soon after this Captain Forrest got sight of eight sail to leeward, near another port, called Petit Guave. On his coming up with the ship that had fired the gun, after he had hailed the Captain, asked him who he was, run out some of his lower deck guns, and threatened to sink him if he made the smallest alarm, she submitted without opposition. Having taken out her crew, he put a Lieutenant and thirty-five men on board the prize, and ordered her to stand for Petit Guave, to intercept any of the enemy who might attempt to reach that port. He then made sail after the body of the fleet; and, by dawn of day, finding himself in the midst of them, he began to fire at them all in their turns, as he could bring his guns to bear. They returned the fire for some time; but three of the largest striking their colours, were secured, and afterwards made use of in assisting to take the remainder. One endeavoured to escape, but

but was taken about noon. Thus, by a well-laid plan, the whole fleet (a snow only escaping) were taken by a single ship. The cargoes consisted of the most valuable produce of Hispaniola; and the prizes proved of great value. (See Note 106.)

The other cruizers on this station, with the American privateers, were very successful, and took a great number of prizes, some of them of great value; besides taking and destroying a number of small privateers. Admiral Cotes paid great attention to the protection of the trade of Jamaica, and sent sufficient convoys with the homeward-bound ships; so that very few of them fell into the enemy's hands.

On the 18th of March, his Majesty's ship the *Greenwich*, commanded by Captain Roddam, being on a cruise, had the misfortune to fall in with a squadron of French ships of war, commanded by M. de Beaufremont, consisting of five sail of the line and some frigates; and, after making a most gallant resistance against so superior a force, was taken.

NORTH AMERICA.

WE formerly remarked, that when the Earl of Loudoun had been sent out to command the land forces in North America, the preceding year, he had then found matters in that country, in the greatest confusion imaginable. And although the greatest dissension reigned between the different provinces, and the frontiers of each were exposed to the inroads of a cruel and an active enemy, yet no measures had been concerted for a general defence. His Lordship, in his endeavours to establish order, was but poorly seconded; as General Webb had, by the most shameful inactivity, allowed Oswego to fall into the enemy's hands, and, with it, all the vessels we had on Lake Ontario, so that they were now become masters of the navigation of the Lake. So situated, Lord Loudoun set himself to work, to put things into some sort of order; and to form a plan, which, if approved, would enable him not only to repel

pel the enemy in all their attacks, and drive them from the territory they usurped, but to carry the war into the heart of their country. He transmitted to the Ministry, in Autumn, 1756, a scheme for the reduction of Cape Breton; with an estimate of the force requisite for putting the plan in execution. The Ministry approved of the design; of which they informed his Lordship early in the Winter.

As it was intended to employ most of the regular troops on the expedition against Louisburg, his Lordship found it necessary to assemble the Governors of the provinces of Pennsylvania, Maryland, Virginia, and North Carolina, at Philadelphia, in order to concert with them the measures proper to be taken for the common defence of the frontiers during the time he should be employed to the northward with the army, for endeavouring to heal the animosities of the colonies, and to induce them to unite and act for the general good. This was an arduous task; and, in this negotiation, in which his Lordship displayed very great abilities, a plan of defence was settled, the number of troops to be furnished by each colony was stipulated, and their destination, route, and day of march fixed. So assiduous was he in this important business, that he got it finished in ten days; when he returned to New York, where he did not pass his time in idleness, but was indefatigable in getting ready every requisite for the siege of Louisburg, that nothing might be wanting, or to seek, against the fleet and army arrived from England. These he expected as soon as the season would permit.

On the American coast, the winter months are commonly so extremely boisterous, that it frequently happens, there is little or no intercourse with Europe during that season. Such was this winter in America; by which means, his Lordship was uninformed of the state of affairs at home. The scarcity of the crop, or the change of Administration, were equally unknown to him. His confidential correspondents were among the friends of the late Ministry. When deprived of their places, they flattered themselves that it would not be long ere they would be reinstated. So far, they judged right: but

but did not foresee, that their re-establishment would continue but a short time; thus deceiving themselves, as well as their friends on the other side of the Atlantic; whereby the Commander in Chief still kept up his intercourse with the old Ministry, and omitted to pay that attention to the new one, which, as the immediate servants of the Crown, they had a right to expect. In this, his Lordship was more misled by the information and advice of his friends in England, than by his own inclination. Certain it is, that no man ever intended better, or had the real interest of his country more at heart.

The Earl of Loudoun, well knowing of what importance it is, in military transactions, to keep the enemy as ignorant as possible of the operations intended against them, with the view of concealing his present designs, he, on the 3d of January, thought proper to lay a general embargo on all outward-bound ships. In doing this, he had two other great objects in view, *viz.* the more easily to collect a sufficient number of vessels to transport the troops he had assembled, from New York to Cape Breton; and the obtaining a body of seamen for his Majesty's ships. Self-interested people will never allow, that the exigencies of the State are of a superior nature to that of an individual. Of consequence, this measure of his Lordship was most loudly exclaimed against on both sides of the Atlantic; and some circumstances happened, which gave reason, on a slight examination of facts, to suppose his Lordship had acted improperly.

The crop had failed last year in England, and the people were apprehensive of a famine. The merchant exclaimed, "No aid can be had from America, on account of the embargo." The planter said, "Notwithstanding we have had a luxuriant crop, we can give no aid to the mother country, on account of the embargo:" and thus, this unfortunate, but well intended measure, tended very much to make his Lordship unpopular, both in America and in England. Nor had it the desired effect of concealing from the enemy, the plan intended to be pursued the ensuing campaign; for, soon after the Ministry had agreed to the plan transmitted by the

Earl of Loudoun, the Court of Versailles received information of it, and immediately adopted measures to render it abortive, by sending out, very early in the spring, troops, and a strong fleet to Louisburg, with every requisite the garrison might want.

The Commander in Chief exerted himself in getting ready provisions for the troops, and materials for the siege of Louisburg; and had collected at New York, ninety sail of transports. On the 6th of May, Sir Charles Hardy, the Governor of New York, received his commission as Rear-Admiral of the Blue, with orders to hoist his flag immediately, and act in conjunction with the Earl of Loudoun. He accordingly hoisted his flag on board the *Nightingale*, and took the command of the fleet in America. On the 20th, he caused a hot press to be made at New York, when near four hundred good seamen were obtained. This additional and seasonable supply, was of the greatest service; for, by their assistance, the army, consisting of five thousand three hundred men, (See Note 108.) were embarked by the 25th, and fell down to Sandy-Hook, where Sir Charles Hardy shifted his flag to the *Sutherland*.

Just as the fleet was ready to proceed to Halifax, a French prize was brought in, being part of a fleet of merchant ships from the West Indies, under convoy of five sail of the line, commanded by M. de Beaufremont, bound for Louisburg, and from which fleet she had parted but a few days before. This intelligence was immediately after corroborated by an express from Boston, importing, that five ships of the line and a frigate had been seen cruising off Halifax. These accounts were highly perplexing to Lord Loudoun; but he had no alternative; for, until the matter was cleared up, he was necessitated to remain where he was, the naval force under Sir Charles Hardy being much too inferior to contend with such a squadron. The Rear-Admiral immediately dispatched two sloops of war to view the coast, and to gain intelligence. They soon returned with the agreeable tidings, that they had seen no enemy. On which, the signal was made to unmoor; and,

and, on the 5th of June, the fleet sailed from the Hook, and arrived in the course of a few days at Halifax, where they found three regiments of foot and a company of artillery. Lord Loudoun disembarked the troops; encamped the whole near the town; and had them daily out at exercise, in order to train them, and make them acquainted with the nature of the service they were going upon.

It had been well, had his Lordship's activity been properly seconded in England; but that was not the case. Nothing perhaps can justify Lord Loudoun for leaving New York, with so considerable a body of troops, under so slender a convoy, but the hopes of finding Admiral Holburne with a fleet and troops from England already arrived at Halifax before him. Unfortunately this was an event he had long to look for, and which put his patience to the severest trial. Political convulsions are always extremely detrimental to military operations; and, when put in competition, the latter are regarded as secondary motives only. Nothing can demonstrate this in a clearer manner, than the unfortunate expedition we now are speaking of.

It was the 16th of April before Admiral Holburne sailed with his fleet from St Helen's, where he had been long detained by contrary winds, for Ireland; the troops destined for North America, being to embark at Cork. This being at last effected, the Vice-Admiral sailed from thence the 7th of May, and arrived at Halifax the 9th of July, by much too late in the season for going on an enterprize, where so much opposition was reasonably to be expected. Why this fleet was not sent out much sooner, and of a much superior strength to any fleet the French might have in America, cannot well be accounted for. The public are left to conjecture, that this neglect proceeded from want of proper intelligence, the unsettled state of Administration, and our violent dissensions at home; which brought great discredit on our arms, and the nation to the brink of ruin.

The active exertions of the French to counteract our enterprizes, were well worthy of our imitation. Early in the month

of January, M. de Beaufremont was dispatched with a squadron from Brest. But as he would have arrived too early in the season for the harbour of Louisburg being open and free from ice, had he pursued a direct course for that port; he therefore proceeded first to the West Indies, where he remained until the season admitted of his entering the harbour of Louisburg, which he did on the 5th of June. Had he been a few days later, he had certainly fallen in with and taken Sir Charles Hardy and Lord Loudoun, with the troops, on their voyage from New York to Halifax. M. de Beaufremont found in the harbour M. du Reveft, with four sail of the line from Toulon; who had only arrived the day before. In coming through the Straits of Gibraltar, he had a little brush with the squadron under Admiral Saunders; and owed his escape to his superior sailing, and a dark night. On the 3d of May, M. Bois de la Mothe had the good fortune to escape out of Brest, with nine sail of the line and four frigates, having troops and all sorts of stores; and arrived at Louisburg the 29th of June. These squadrons when united, consisted of eighteen sail of the line, and five frigates. (See Note 109.)

It has often been matter of wonder, that M. de la Mothe, with a fleet so much superior in every respect to Admiral Holburne's, did not pursue the British fleet when it retired from before Louisburg, and block it up in the harbour of Halifax; but our surprize will cease, when it is considered, that M. de la Mothe's orders were expressly for the protection of Louisburg. Besides, it was a most positive instruction given to the French naval commanders, to avoid as much as possible the coming to action with the British fleets, or even single ships, unless the superiority should be so decidedly in their favour, as to give a certainty of victory; and the French Admiral might reasonably conjecture, that a reinforcement would be sent from England, as soon as the superiority of the French fleet became known to the British Ministry (and which was really the case), when the majority might have been in favour of Admiral Holburne; whose fleet at this time consisted

only

only of fourteen sail of the line, and three frigates. (See Note 110.)

The Earl of Loudoun had under him, Major-Generals Abercrombie, Hopson, Lord Charles Hay, and Brigadier-General Laurence. The army was composed of sixteen battalions, (See Note 111.) five hundred men belonging to the regiment of artillery, five hundred rangers, and one hundred carpenters; making, in all, about eleven thousand men. Whilst Admiral Holburne was busied in watering and victualling the fleet, and making all his necessary arrangements, Lord Loudoun landed the newly arrived troops, in order to refresh them after so long a voyage. They were exercised daily, and all possible care taken to render them as healthy as possible. In the mean time, the Admiral dispatched Captain Rous in the *Winchelsea*, with some more frigates, to look into the harbour of *Louisburg*; and to bring him as certain accounts of the enemy's strength as he could obtain. It had been a piece of unjustifiable presumption to have proceeded without such precaution. But even the prudence with which the Commander in Chief had acted, was blamed by some. It was said "to be keeping the soldiers cou-
rage at bay, and expending the nation's wealth in making sham fights, and planting cabbages*;" words spoken by Lord Charles Hay, and for which it was judged proper, by a Council of war held the 31st of July, to put him under arrest. The afternoon of the same day, all the transports were ordered to the western shore in divisions, and to have their boats ready to embark the forces; while the army was ordered to hold themselves in readiness to embark on an hour's warning. Captain Rous returned; and, in consequence of his report, the army was embarked the 1st and 2d of August; the masters of transports received their sailing orders; and the general rendezvous was appointed to be in *Gabarous-bay*, about two leagues west of *Louisburg*.

D 3

From

* This expression of Lord Charles Hay's, alludes to the daily exercising of the troops, and to Lord Loudoun's having, on his arrival at *Halifax*, got a garden prepared for the use of the soldiers; the cabbages, &c. produced in which, were of great benefit to the army in general, and contribute much to the preservation of their health.

From the intelligence hitherto received, the enemy had not collected any force of sufficient strength to deter the commanders from prosecuting their intended enterprize.

The Windfor man of war arrived from England the 4th; and the same day a schooner arrived, sent exprefs from Captain Edwards, the Governor of Newfoundland, informing the Admiral, that one of his cruizers had taken a schooner bound to France from Louisburg, with dispatches; which luckily not having been destroyed, they learned from them, that the force the enemy had assembled at Louisburg was very great; it consisting of eighteen sail of the line, and five large frigates; and that, including the garrison, they had seven thousand regular forces.

A Council of war was immediately held, in consequence of the above intelligence, who resolved, "That considering the great strength of the enemy, and the advanced season of the year, it was expedient to postpone the attack upon Louisburg; and that the troops should proceed to the different places where the public service required them." Such of the regiments as were to compose the garrison of Halifax disembarked there; others, under proper convoy, proceeded up the Bay of Fundy, to Fort Cumberland and Annapolis Royal; and the Earl of Loudoun, with the remainder, sailed for New York.

To have persevered in the enterprize against Louisburg, after the receipt of such intelligence, would have been a resolution fraught with the greatest temerity, when it was known that the enemy had so great a force to oppose them. Under such circumstances, it was scarcely possible for the army to have forced a landing; or, if they had, it would have been attended with such a loss of men, as must have disabled them from proceeding in the attack; while, from the superiority of the French fleet, Admiral Holburne could have afforded the army very little assistance in the operations of the siege; and in case he had been repulsed by the French fleet, he could not have co-operated with them in the siege at all; so that the retreat of the army would have been extremely precarious, if not impracticable:
and

and such a misfortune would have exposed the whole of the British possessions in America to certain destruction.

The Admiral resolved to reconnoitre Louisburg himself; and leaving the *Windsor*, the *Arc-en-ciel*, the *Nightingale*, *Speedwell*, *Gibraltar's Prize*, and *Grenado bomb*, for the defence of *Halifax*, he sailed with his fleet, as soon as the wind would permit (which was the 16th,) on a cruize off *Louisburg* (See Note 112.), where he arrived the 20th, and got so close to the harbour's mouth, that some shot were fired at his headmost ships from the *Island-battery*. He had now an opportunity of seeing that the intelligence respecting the enemy's naval force was perfectly correct.

M. de la Mothe now making the signal for his squadron to unmoor, Admiral Holburne made the signal for his fleet to tack, and stand off the land. When it was dark, he bore away for *Halifax*, where he arrived the 11th of September, and found four sail of the line from England, under the command of Captain Geary (See Note 112.); which squadron, Administration, having now discovered how superior the enemy's naval force was in point of strength to that under Admiral Holburne, had sent out to his assistance. But this reinforcement arrived when it was too late in the season to commence military operations. All that was now in the Admiral's power, was to block the French fleet up in *Louisburg*, to prevent them from acting any where else; and as he knew they could not winter there, he was in hopes of attacking them to advantage, when the season compelled them to forsake their present asylum. He gave immediate orders for his ships to wood and water, and to be particularly careful of both. He sailed from *Halifax*, and stationed his squadron, now consisting of nineteen sail of the line, two of fifty guns, and some frigates, in such a manner as was most likely to intercept the enemy.

On the evening of the 24th of September, being then about twenty leagues to the southward of *Louisburg*, it began to blow fresh at east; and in the night, the wind veering round to the south, it blew a perfect hurricane, which continued till eleven o'clock the next day, when it fortunately changed to the north.

This was the happy means of saving the British squadron from destruction, as they were then very near the rocks of the island of Cape Breton, when the tempest abated of its fury, and took a different direction. The Tilbury unfortunately struck, and was wrecked about two leagues from Louisburg: the Captain and most of the crew perished. Those that were saved, were conducted to Louisburg, and afterwards sent to England. The Grafton struck on the rocks, but luckily got off again. Scarce a ship of the squadron but sustained some loss; and all of them were considerably shattered. The following is allowed to be nearly an exact state of the losses sustained.

Ships. *Damages.*

Newark	Six guns thrown overboard.
Invincible	Three men, her main and mizen masts gone.
Grafton	Main-mast, foretop-mast, and rudder; but this last was supplied by a machine of Commodore Holmes's invention, by which the ship was steered to England.
Captain (w. her)	Dismasted.
Nassau	Ditto, and arrived in England with nine feet water in her hold.
Prince Frederick	Ditto, and obliged to bear away for St John's Newfoundland.
Sunderland	Dismasted.
Bedford	Ditto.
Centurion	Ditto, and ten guns thrown overboard.
Devonshire	Ditto.
Eagle	Ditto, and fifteen guns, and arrived in England with eight feet water in her hold.
Nottingham	Mizen-mast, and twelve guns thrown overboard.
Kingston	Sixteen guns thrown overboard.
Windfor	Ditto.
Tilbury	Wrecked, the crew partly saved.
Nightingale	Mizen-mast, four men lost, and twenty guns.

Cruizer

Ships. *Damages.*

Cruizer sloop The mizen-mast, three men lost, and ten guns thrown overboard.

Ferret sloop Foundered, and all on board perished.

The oldest seaman in the fleet had never seen such a dreadful tempest; which, for the time it lasted, surpassed even those encountered by Lord Anson off Cape Horn, in his voyage to the South Sea.

Admiral Holburne collected his shattered squadron in the best manner he could; sent the most disabled ships to England under the command of Sir Charles Hardy and Commodore Holmes, and went with the remainder to Halifax; where, having refitted them as well as he could, he sailed for England, leaving the command to Lord Colvill in the Northumberland, who, with some other ships, were to winter at Halifax. Lord Colvill had orders to repair with his squadron off Louisburg, as soon as the season would permit, to prevent any supplies from getting in to that place.

As the ships of war were chiefly employed on the intended enterprize against Louisburg, they had but few opportunities of making captures. The Windsor, on her voyage from England, took the Heureux, from St Domingo for Bourdeaux, of five hundred tons burden, and very richly laden; besides two vessels with stores and provisions for Louisburg and Quebec. The Winchelsea, off Louisburg, took a sloop of sixteen guns, after a stout resistance, bound for Quebec with stores. The Nottingham, on her voyage to England, took a privateer of twelve guns. On the 3d of November, the Lightning fire-ship, commanded by Captain Henry Martin, was attacked by a privateer of sixteen guns, and a great number of men; but notwithstanding the enemy's superiority, he defended his ship with great resolution and courage; and having the good fortune to disable the privateer, Captain Martin ordered all his sails to be set, and got off. He had his Lieutenant and some men killed, and several wounded. The American privateers gave the ene-
my's

my's trade, both on this coast and in the West Indies, very great annoyance, and made many valuable prizes.

Never was the failure of an enterprize more unjustly laid to the charge of the two chief commanders than was this. The great expence to which the nation had been put, having raised their expectations to the highest pitch; the chagrin they expressed, when they heard that the attack was postponed, is not to be conceived. But the most judicious, and those well acquainted with all the circumstances, agreed in opinion, that, so far from deserving blame, the prudent conduct of both had saved the colonies from being conquered by France.

Even disasters in other parts of America were laid to the charge of the Earl of Loudoun. When he left New York, he had taken care to leave such a force under the command of General Webb at Albany, as was quite sufficient to protect the frontiers, and to have repelled any attack made by M. de Montcalm, who had succeeded Baron Dieskau in the command of the French army; with which force General Webb might have saved Fort William Henry, had he marched with the troops he could have assembled.

The shameful conduct of the French General, in allowing his Indians to massacre the British, in violation of the terms of capitulation of that place, did not pass without those warm and sharp remonstrances from Lord Loudoun which so barbarous a behaviour deserved. The excuses made by M. de Montcalm, were futile in the highest degree. And when the present Lord Amherst completed the plan of operations (that had been laid down by the Earl of Loudoun), by the taking of Montreal, he had in view a sort of retaliation for their perfidy at Fort William Henry, in the disgrace he put on the French troops, by obliging their six regular regiments to lay down their arms in the presence of some British officers sent on purpose to see them perform this humiliating task; and this for their infamous and ungenerous behaviour during the war in America.

The French Squadron, during the storm of the 24th and 25th of September, were not free from danger, even in the harbour of Louisburg; as many of their ships received considerable damage.

mage. While in this port, they lost a great number of men by an epidemical distemper which raged with great fury among them. They put to sea the end of October, and reached Brest in a very shattered and distressed condition the end of November. The *Bien-Acquis* and the *Hermione* were taken by two of the British cruisers on their voyage to Europe.

AFRICA.

THE French Squadron which sailed from Brest in the Spring, under M. de Kerfaint, proceeded to the coast of Guinea, where they did considerable mischief to the English traders, took and destroyed many ships, there being no naval force on the coast of sufficient strength to oppose their designs; the chief of which was, to attempt the conquest of the principal forts held by the British on that coast. To this enterprize they were incited, by the defenceless state they were known to be in.

The first attempt was against the fort at Cape Coast; M. de Kerfaint wisely judging, that, if he succeeded here, the other subordinate forts would fall of course. Mr Bell, the Governor of this fort, took every precaution to maintain so important a post, that the short notice he had of the enemy's approach would admit of. When he first received the intelligence, his whole garrison did not exceed thirty white men, and a few Mulatto soldiers; his powder magazine contained only half a barrel of gun-powder; and the fortifications were deemed by the best judges to be in such a crazy state, as to be unable to withstand half an hour's well directed cannonade from a ship of war. Yet, not discouraged, with his dismal situation, he immediately procured a supply of gun-powder, and a reinforcement of fifty men from some of the trading vessels then on the coast. He mounted some spare cannon upon an occasional battery; and assembled a large body of well armed Negroes, under one of their chiefs, on whose fidelity he could depend. These he posted at a place the most likely for the enemy to attempt a descent. Mr Bell had scarcely done all this, when the French
squadron

squadron made its appearance, and soon after began an attack: but they met with so warm a reception, that in less than two hours they were fain to cut their cables and make off, having damaged the castle very little. This repulse was matter of great disappointment to the principal officers of the Dutch fort and factory at Elmina, in the neighbourhood of Cape-Coast Castle, who had publicly avowed their partiality for the French Commodore's success, and viewed the action at a distance, in hopes of their wishes being accomplished. M. de Kerfaint, thus disappointed, steered for the West Indies. He was much blamed for misconduct in this attack, as well as for want of resolution: but he placed the miscarriage of the design to his having been misinformed as to the defenceless condition of the place; and was besides apprehensive lest his squadron had been dismasted, in which event they would have been rendered unfit for fulfilling the farther objects of his instructions.

Much praise is due to Mr Bell for his spirited exertions on this occasion: for had the French succeeded in this attack on Cape-Coast Castle, in all probability not only all the British settlements on the African coast had fallen into their hands, but all the natives in our interest would have revolted to them, as several leading men among them shewed themselves very wavering upon M. de Kerfaint's arrival, and the prospect of success which his strength seemed to promise.

MEDITERRANEAN STATION.

VICE-ADMIRAL HAWKE returning to England towards the close of last year, the command of his Majesty's ships in the Mediterranean, devolved on Rear-Admiral Saunders; (See Note 112.) who having received intelligence, that four sail of the line and a frigate had sailed from Toulon, and shaped their course towards the mouth of the straits of Gibraltar; he sailed from the latter place, on the 2d of April, with the Culloden, Berwick, Princess Louisa, Guernsey and Portland, to endeavour to intercept them.

On the 5th, about four o'clock in the afternoon, he got sight of the enemy: being to leeward, he formed the line. At sunset the enemy did the same, being then about two miles to the windward of the British squadron, and immediately began to fire; but none of their shot reached any of our ships, who continued to chase and gain upon the enemy. The *Guernsey*, and *Princess Louisa*, got within shot, and began to engage; but before the other ships could get up to support them, it was night, and the two squadrons lost sight of each other. The moon rising about nine o'clock, some of the ships made the signal for seeing the enemy, on which Admiral Saunders made the signal for a general chase; but as most of his ships were foul and heavy sailers, they could not overtake the enemy, whose ships, being quite clean, sailed much better, and got clear off. This squadron consisted of four sail of the line and a frigate. It was commanded by M. du Reveft, Chef d'Escadre, and was bound for Louisburg.

Admiral Saunders stationed his squadron so judiciously, that our own trade was extremely well protected, whilst that of the enemy met with very great annoyance from our cruizers.

The *Fortune* sloop, Captain Hotham, took a large French ship from Marseilles, bound to Martinico, after a close engagement of an hour and a half. She carried twenty-six guns, had a crew of one hundred and fifty men, and was esteemed double the force of Captain Hotham's ship, who, at the same time, took a brig that was in company with the former. In the action, the enemy had ten men killed, and many wounded. Captain Hotham displayed so much courage and conduct on this occasion, that he was directly made a post Captain.

The *Experiment*, Captain Strachan, being on a cruize on the coast of Spain, was attacked by the *Telemaque*, a privateer belonging to Marseilles, of twenty-six guns, and three hundred and thirty men; who, after a few broadsides, boarded the *Experiment*. Of the men who made this attempt, not one returned, but were all of them cut to pieces. Soon after the enemy boarded the *Experiment* a second time; but were again repulsed with great loss. The two ships had now got

very

very close to each other, where they maintained an obstinate fight with great guns. The enemy's fire beginning to slacken, Captain Strachan seizing the opportunity, resolutely boarded the privateer, and soon compelled the enemy to surrender. They had upwards of one hundred men killed, and seventy wounded in the action. On board the *Experiment*, only four men were killed, and twenty wounded. Captain Strachan, anxious to get rid of his prisoners, stood in for the Spanish shore, and sent his boat, with his master, four sailors, and some of his prisoners to Alicant, with orders to the master to buy some necessaries, and return to the ship immediately. But the Governor of the place ordered the boat to be seized, and the crew to be sent to prison, on pretence that Captain Strachan had violated the neutrality of the coast of Spain; although the contrary was well known: the privateer being at anchor when she first got sight of the *Experiment*, weighed or slipped her cable, pursued, and fired the first shot. Captain Strachan, finding his boat did not return, stood with his prize for Gibraltar, from whence he wrote to Sir Benjamin Keene, the British Minister at the Court of Madrid, complaining of the behaviour of the Governor of Alicant.

The Ambuscade took six French vessels from the Levant, one of which sold for 12,000*l*. Being on another cruize, she fell in, off the island of Sardinia, with the *Vainqueur*, a privateer belonging to Marseilles, of twenty-four guns, twelve and nine pounders, and three hundred and sixty men; when, after an action which continued near an hour, she struck. The enemy had fifty men killed, and a great many wounded. The Ambuscade had three men killed. The *Vainqueur* had a consort, a xebecque, who likewise engaged the Ambuscade; but when the *Vainqueur* struck, she made off and escaped.

The *Hampton Court* chased a French frigate, called *La Nymphe*, ashore on the island of Majorca, where the crew landing, fired on the *Hampton Court*; upon which Captain Hervey ordered a broadside to be fired into the frigate, and sunk her.

The cruizers of the squadron, in general, took many rich prizes, particularly from the Levant.

Towards the end of May, Vice-Admiral Osborn arrived with considerable reinforcements, and took on him the command of the squadron. He brought the trade from England with him, which was sent to its various destinations with proper convoys.

From the strength of the British squadron, the Barbary States paid the greatest respect to their flag; and the Italian States observed a stricter neutrality than they had hitherto done.

The British privateers and letters of marque made many valuable prizes in the Mediterranean this year.

We shall conclude our narrative of the transactions on this station, with the following wonderful adventure of Peter Murray, who, for the bravery and conduct which he exhibited on this occasion, deserves particular notice. The *St George*, Ives, from Smyrna for London, richly laden, was taken on the 4th of June, near Oran, by *Le Bien Aimé*, privateer of Marseilles, mounting twenty-four guns. All the crew were taken out, and put into the privateer, except Peter Murray the mate, the boatswain, and two sailors, who, with seventeen Frenchmen, were left on board of the *St George*, and ordered to carry the prize to Marseilles. On the night of the 11th of June, being then about fifteen miles from the coast of Catalonia, Murray observing the Commander of the vessel fast asleep in the cabin, found means to enter it, and provide himself with a pistol and three cutlasses. Advancing on the quarter-deck, he attacked eight French sailors who were on the watch, and drove them to the fore-castle; one of whom making some resistance, was wounded. The noise occasioned by this scuffle, awaked the Commandant, who, getting the length of the cabin door, and perceiving Murray on the quarter-deck, with a pistol which he had in his hand, took aim at him; which, luckily missing fire, Murray directly discharged one of his pistols, and lodged two balls in his shoulder, which obliged him to retire into the cabin. The other four British
sailors,

sailors, hearing the report, and coming upon deck, instantly flew to the assistance of Murray, and forced the eight French sailors down the fore-hatch-way to their comrades, threatening to kill the first who should come upon deck without leave. Murray then went to the cabin, brought away all the arms, and laid them near him on the quarter-deck. He now assuming the command of the vessel, ordered four of the French sailors from below, to help to navigate her : these he stationed between the fore-castle and the main-mast, threatening them with death, if they came nearer the quarter-deck, or refused to execute his commands for navigating the ship. With these precautions, Murray and his companions brought the vessel to an anchor in the harbour of Barcelona, the morning of the 12th; liberated his prisoners; and made a declaration of the transaction before the British Consul at that place.

TRANSACTIONS AT OR NEAR HOME.

THE avowed intentions of the enemy to invade Great Britain or Ireland, and the great preparations at all their sea-ports, induced the Ministry to have a strong squadron cruising to the westward to observe their motions; notwithstanding which, M. de Bois de la Mothe found a lucky minute, when the squadron under Admiral West was by bad weather drove from their station, to steal out, and, unmolested, reach Louisburg. Rear-Admiral Broderick relieved Admiral West. He continued cruising till the month of June, when he was joined by Vice-Admiral Boscawen, who returned to port in July. Little else can be said of these cruising squadrons, than to mention the time of their sailing from, and return to England; they not having had the good fortune to perform any thing worthy of notice. Indeed, the enemy having no fleets in the European seas to oppose the British; they, of course, had no opportunity of signalizing themselves. The prizes they made, will be found mentioned among the captures at the end of the transactions of this year.

At the time when the tumult of faction became silenced, and an Administration settled, the affairs of Great Britain did not wear a very favourable aspect. Our only ally, the King of Prussia, had by his presumption received a very great defeat at Colin, from M. Daun; and the army of observation under the Duke of Cumberland, was very hard pressed by an army of French, commanded by M. d'Etrées, of much superior numbers. The Ministry were therefore anxious to do something which could be of service, both to his Royal Highness and his Prussian Majesty.

At this time, a scheme was offered to Mr Pitt, for a descent on the French coast, and attacking the town and port of Rochefort by a coup-de-main. Captain Clarke, an officer of abilities, being on his return from Gibraltar, (where his regiment then was) to England in 1754, got leave to come by the way of Spain and France; and while at Rochefort, he was very particular in taking a view of the strength of that place. As a war was apprehended between Great Britain and France, he thought an attack on this port extremely likely to succeed, it being very poorly fortified; having only a rampart, with a revetement flanked with redans, no outworks, no covered-way, and, in many places, no ditch, so that the bottom of the walls was seen at a distance.

As this place (See Note 113.) was one of the enemy's principal naval magazines, a successful blow against it could not fail of being sensibly felt by them. Mr Pitt approved much of the plan, which he viewed as very advantageous for Great Britain; an object which, in all his measures, he never lost sight of. If this expedition succeeded, it would be a severe stroke on the enemy's marine, as all the shipping at this time at Rochefort, the dock-yard, the arsenal, and the foundry, would be involved in one general ruin. It would, besides, be restoring the kingdom to that credit and respectability its arms once had among the European powers, by retaliating an invasion in reality on France, who had for so many months threatened his Majesty's dominions with a similar visit; and, as the enemy had drained their country of troops to augment the ar-

mies which they had sent into Germany, their coasts were supposed to be in a very defenceless situation, there not being more than ten thousand men from St Valery to Bayonne*. The scheme was laid before the Cabinet, adopted, and ordered to be put in immediate execution. In consequence of which, a large squadron of ships of war were ordered to be got ready with the utmost dispatch; and ten regiments of infantry assembled and encamped in the Isle of Wight, with orders to be ready to embark at a moment's warning. These were to be joined by a troop of light horse, and a company of artillery, encamped near Portsmouth, as soon as transports could come round from the Thames to receive them. Lieutenant-General Sir John Mordaunt was appointed to command the troops, having under him Major-Generals Conway and Cornwallis. Sir Edward Hawke was appointed to command the fleet destined on this service, having under him Vice-Admiral Knowles, and Rear-Admiral Broderick. The great preparations made for this enterprize, raised the expectations of the people to the highest pitch, and rivetted the eyes of all Europe.

The destination of this armament was kept a profound secret, which occasioned a general consternation throughout France; the people being in daily expectation of the blow, but uncertain where the stroke would fall. Every one was full of conjecture; and the most sensible concluded, that its chief intent was to oblige the King of France to withdraw a great part of his army from Germany, to defend the sea-coasts of his own dominions; and, by this means, not only aid the King
of

* According to the intelligence which Administration had, the French army was disposed of in the following manner:

In Germany,	_____	_____	119,000
In America and their Islands,	_____	_____	25,000
In the East Indies,	_____	_____	4,000
On the sea-coast of France, from St Valery to Bayonne, an extent of four hundred miles,	_____	_____	10,000
In garrisons and interior parts of France next the Empire and from Calais down to Provence,	_____	_____	29,000
			<hr/>
			Total, 187,000

of Prussia, but contribute greatly towards the protecting his Majesty's electoral territories ; and that its grand and immediate object, was the destruction of the French marine. As this enterprize was said to be planned by Mr Pitt, the nation, reposing the greatest confidence in his abilities and public spirit, formed the most sanguine hopes from it : and the event shewed that their opinion was well founded.

After every thing was properly concerted, and the officers all at their posts, the wind blowing from the westward, prevented the transports getting round from the Downs. This was matter of great uneasiness to Mr Pitt, who pressed the commanders to expedite their operations. The troops displayed an anxiety at the delay, and longed to be led against the enemy. His Majesty's instructions to the Commander in Chief were, " To attempt, as far as should be found practicable, a descent on the coast of France, at or near Rochefort, in order to attack, and, by vigorous impression, force that place ; and to burn and destroy, to the utmost of his power, all such docks, magazines, arsenals, and shipping, as shall be found there." His Majesty enjoined the two Commanders to the strictest harmony, and a good understanding together ; and the same to be maintained between the two services.

On board the *Magnanime* was one Thieri, a Frenchman, who said that he had been a pilot more than twenty years on the French coast ; and who confirmed all that Captain Clarke had said of Rochefort. The wind at last coming easterly, the transports reached Spithead. Not a moment was lost. On the 5th and 6th of September, the troops embarked at Cowes ; at which time, the artillery and light horse embarked from South-Sea beach. Too few transports having been provided, in order to remedy this defect, the Admiral ordered the lower tier of guns to be taken out of the *Jason* of fifty guns, and put five companies of the third regiment on board that ship.

On the 8th of September, the fleet sailed, (See Note 113.) leaving the nation, big with hopes, to guess at their destination. It was the 14th before those in the fleet could form any idea of it ; but, on that day, the change of course gave some

reason to believe, that Rochefort was the object. The sealed orders given by the Admiral to each, were directed not to be opened, but in case of separation, or when to the westward of the islands of Scilly. Having got this length, the Admiral suddenly altered his course, and stood in to the Bay of Biscay. On the 15th, Sir John Mordaunt gave out exceeding proper orders to the troops for landing, and how to conduct themselves when landed. On the 17th, Captain James of the Royal regiment of artillery, was ordered to supply each transport with a light brass six-pounder, to be fixed on the bow of their long-boat*; with two boxes of ammunition, one of grape, and the other of round shot. On the 19th, about eight in the evening, the Admiral made the signal to lie to, that all the transports might come up. At four o'clock next morning, he made the signal to make sail; and soon after the Medway was ordered ahead to make the land. The same day, the Admiral issued the following order:

“ By Sir Edward Hawke, Knight of the Bath, Admiral of
“ the Blue Squadron of his Majesty’s fleet, &c.

“ If, in standing in between the isles of Rhé and Oleron, I
“ shall find the wind and weather will permit of proceeding to
“ Basque-road, and attacking the isle of Aix, I will hoist a
“ red flag on the flag-staff, at the fore-top-gallant-mast head,
“ and fire three guns. Then you are hereby required and di-
“ rected, without loss of time, to stand in as near to the said
“ isle of Aix as the pilots will carry you, with all, or as many
“ of the ships of your division, as you shall think sufficient
“ for that service, and batter it, till such time as the garrison
“ shall either surrender, or abandon it. In either case, you
“ are to land a number of men sufficient to demolish it with
“ all possible dispatch, sending me the earliest intelligence of
“ your proceedings. For which, this shall be your order.

“ Given

* This was ordered, with a view that the boats, thus armed, might in some measure cover the landing of the troops; and, by their fire, scour the beach of any forces the enemy might bring down to oppose the descent.

“ Given under my hand on board his Majesty’s ship Ramil-
 “ lies, at sea, this 20th day of September, 1757.

“ ED. HAWKE.

“ By command of the Admiral,

“ J. HAY.

“ *To Charles Knowles, Esq; Vice-Admiral of*
 “ *the Red Squadron of his Majesty’s fleet.*”

Sir Edward Hawke, about noon, made the signal for the Vice-Admiral to proceed with his division, which was immediately complied with. At two o’clock, the Medway made the signal for seeing the land; and, soon after, the Vice-Admiral (now considerably ahead of the fleet), saw it likewise. About four o’clock, Captain Keppel hailed Admiral Knowles, and told him he saw a French man of war standing in for the fleet. She was soon discovered to be a two-decked ship, and had out a private signal, viz. a Dutch jack at her mizen top-mast head. The Vice-Admiral hesitated whether he should send any of his division in chase of her, considering his orders, and the nature of the service he was sent on; but he thought, if he did not, the sail in sight might escape from any ships the Admiral (now considerably astern) might order after her; and, in case Sir Edward Hawke did not approve of what he had done, he could recal the ships he had sent. He accordingly made the Magnanime’s signal to chase, and hailed Captain Keppel to do the like. As soon as Sir Edward Hawke observed what the Vice-Admiral had done, he confirmed it, by repeating the Torbay and Magnanime’s signals to chase, and sending after them, the Royal William and Coventry. The ships spread every sail they could, and gained on the enemy very fast; but she was too near a port to be brought to action. She escaped with difficulty into the river Garonne, where she run into such shoal water, that our ships durst not follow her.

This little affair gave an alarm to the whole coast, which was visible by the multitude of fires which appeared on the hills and rising grounds as soon as it grew dark. Early on the 21st, Sir

Edward Hawke sent the Dublin, Burford, and Achilles, to reinforce the Vice-Admiral, and supply the place of the ships of his division which he had sent in chase, with orders to proceed as directed yesterday. Admiral Knowles immediately made sail towards the land; and being got within two miles of it, about nine o'clock, the weather became thick and hazy. The pilot desired that the ship might be tacked, and laid with her head off the land, till it cleared, so as he could see his marks. On sounding, there was found only eleven fathoms water. Whilst the Vice-Admiral was lying-to, he made the signal for the Captains of his division, and ordered them to send for their pilots; no two of whom agreed what land it was. He sent their opinions to Sir Edward Hawke, who was now advanced some miles nearer to him. As Sir Edward did not stop to take up the boat, Admiral Knowles made a signal that he wanted to speak with him; and, making all the sail he could, joined the fleet about noon. He then went on board the Admiral, and informed him, that those ships which had been sent in chase the preceding evening, having rejoined the fleet, the pilots had refused to take charge of leading them in. Upon this, Thieri, the pilot of the *Magnanime*, was sent for; who told directly what land it was, and offered to lead in the fleet. This offer was immediately accepted; and the Vice-Admiral proceeded with his division, the rest of the fleet following. About six o'clock in the evening, when the Vice-Admiral and his division were in the Pertuis d'Antioche, the tide of flood being spent, the *Magnanime* made the signal to come to an anchor, which Sir Edward Hawke and the whole fleet did about eight o'clock. Early in the morning of the 22d, the *Magnanime* made the signal to weigh, which the Vice-Admiral's division immediately obeyed; and Sir Edward Hawke with the rest of the fleet followed. About eleven, it falling calm, the fleet was obliged once more to come to an anchor; but at three in the afternoon, a breeze springing up, the whole weighed, and in the evening came into Basqueroad. On the 21st, Sir John Mordaunt gave out some farther orders relative to the behaviour of the troops, which did him great honour; as they were calculated to inspire a true military spirit

spirit in all under his command, and were received with every token of joy and applause by the troops.

Thus, by unforeseen and unavoidable accidents, the enemy having had no less than three days notice of the approach of this armament, it cannot be supposed that they were idle all that time. Sir Edward Hawke, however, determined not to lose a moment, but proceed immediately to action. Early in the morning of the 23d, the Vice-Admiral and his division moved towards the Isle of Aix, accompanied by the two bomb-ketches. They proceeded in the following order: the *Magnanime*, *Barfleur*, *Neptune*, *Torbay*, and *Royal William*. There were two French ships of the line lying off the island, who, as soon as they saw our ships in motion, slipped their cables, and made for the mouth of the river *Charante*. Captain Howe led on with a calm steady bravery, that has rendered his name immortal. About twelve o'clock, the fort began to throw shells, and soon after to fire cannon. One of the former was so well aimed, as to burst immediately over the *Barfleur*, but did no damage. At ten minutes past one, the *Magnanime* having got within forty yards of the fort, came to an anchor with a spring on her cable, and began a most incessant and well directed fire. A quarter of an hour afterwards, the *Barfleur* brought up, at a greater distance, and began to fire likewise. This cannonading continued for upwards of half an hour, when the fort surrendered. In it were found eight mortars of fourteen inches diameter, and thirty pieces of cannon, mounted en barbette; sixteen of which were eighteen, the remainder fourteen pounders; and on the tower of the fort were two brass twelve pounders of exquisite workmanship; which Sir John Mordaunt, in token of the great idea he had of Captain Howe's gallant behaviour, presented to him, to adorn the quarter deck of the *Magnanime*. The garrison consisted of near six hundred men, being part of the regiment of Poitou, and some marines and sailors sent from *Roche-fort*. The enemy had nine men killed, (eight of whom they had buried), and a great many wounded. Although the bomb-ketches had only thrown four shells, and that at near two miles distance, yet all of them had either fallen in the fort or in the ditch.

ditch. A regiment was landed to take possession of the fort and batteries ; who, by their behaviour while here, did not do much credit to the nation or themselves.

This first omen of success, trifling as it was, gave great spirit to both the fleet and army ; and there remains little doubt, that, had this blow been followed by the landing of the troops in the evening of the 23d, while the enemy were all in consternation and dismay, that we might have become masters of Rochefort, with very little loss, even with every disadvantage under which this expedition laboured.

Sir Edward Hawke, on the evening of the 23d, dispatched Rear-Admiral Broderick, with Captains Douglas, Denis and Buckle, to sound the coast, and to endeavour, if possible, to find a place where the troops could disembark. They continued on this service all night, and next morning, made their report ; by which it appeared, that the coast was extremely difficult of approach ; and that shoals run so considerable a way off, that neither the frigates nor fleets of war could come near enough to cover the disembarkation of the troops : even the transports could not come nearer the shore than two miles distance.

While the sea-officers were employed on this duty, the General sent Colonel Wolfe, attended by some other officers, on a similar service. The Colonel landed in a small bay surrounded by sand-hills, near the town of Chatataillon ; of which he reported to Sir John Mordaunt, that it was possible to land the troops there, but that a small body of determined men might prevent them.

A Council of war was held on the 25th, early in the morning, on board the Neptune. It consisted of the four senior officers of each service ; and they, considering the above reports, and the many debarkations it required before the army could be landed, even if the wind and tide were in their favour, and no opposition from the enemy, agreed, that it was improper to proceed against Rochefort. Orders were therefore immediately given to demolish the fortifications on the Isle of Aix ; and miners set to work, under the direction of Admiral Knowles.

One of the greatest disadvantages this army had to encounter, was the smallness of the debarkations they were able to make at one time. The most that the boats (and these chiefly belonged to the transports) could contain, were eighteen hundred men; who, when landed, must maintain their ground until they could be reinforced by a second debarkation, which would have required some hours, even supposing both wind and tide in their favour. Thus, the landing of all the troops would have taken up nearly a whole day; and before the light artillery, petards, scaling-ladders, and other implements requisite for the success of the enterprize could be brought on shore, perhaps six or eight hours more might have elapsed before the army could have been put in motion. The moment the debarkation was completed, the General should have marched directly against Fort Fouras, which, being of no great strength towards the land, it would have been proper to secure at all events, in order to have a fortified place to which the army could have retreated, when they had finished their business at Rochefort. If the attack against Fort Fouras proved successful, a corps ought to have been left in it, sufficient, not only to defend it against the enemy, but to have augmented its works on the land side, and kept open a communication between the fort and the army. By this plan, perhaps two days would have been spent before the troops came before Rochefort. Even then, it would not have been too late to have carried the place by a coup-de-main, as, being unprepared to withstand a brisk assault, it in all probability would have surrendered on the first summons.

But the enemy seeing no attempt made to land, began to recover from their panic, and take steps for their defence. Regular troops now appeared in considerable bodies along the shore; breastworks were thrown up at every place where a descent appeared practicable; and large galleys and launches were sent from Rochefort, which would have effectually prevented a debarkation from taking place, where the boats were unprotected by the ships of war.

A second Council of war being held on the 28th, they, notwithstanding that the coast now appeared lined with troops, came

came to the extraordinary resolution, that a descent ought to be made on the enemy's coast with all possible dispatch. General Cornwallis was the only dissenting voice; but he afterwards acquiesced with the majority. This resolution was a matter of great surprize to every one; as, some days prior to this, it was judged adviseable not to proceed against Rochefort; and it could not be supposed that the enemy were less prepared to receive us now, than they were at that time. However, in consequence of this strange resolution, orders were given to the troops to be ready to land at midnight.

The grenadiers, and troops destined to land at first, were in the boats by one in the morning, under the proper officers; when a strong gale began to blow from the shore. The officers of the navy appointed to conduct the landing, now represented, that the long-boats, which it would be necessary to tow on shore, would make their way with great difficulty; and that consequently the troops would be a long time exposed to the fire of the enemy; that the transports boats, which were to be rowed by soldiers, would be still slower, and more exposed; that it would be day before the first embarkation could possibly get on shore; and that it could not be supported by a second in less than six hours. Upon which the Generals, judging it would not be expedient to attempt to land under these circumstances, agreed to defer it for that night; and the troops were ordered on board their ships again. On the 29th, the General Officers agreeing in opinion, that as the coast was now alarmed, and lined with troops, all attempts against Rochefort at present were impracticable; on the 30th, the fortifications on the Isle of Aix were blown up, and the barracks burnt: and the Vice-Admiral and his division joined the fleet in Basque road.

On the 1st of October, the whole sailed for England, and arrived at Spithead the 6th. It is impossible to express the murmurings that resounded from all quarters, when it was known that this mighty armament, on which the nation had formed such prodigious hopes, was returned, without so much as attempting to land on the French coast; and that all that had been done, after putting the nation to near a million Sterling of
expence,

expence, was the reduction of the island of Aix. Administration blamed the Generals; they retorted on the projectors; and the discontent increased so much, that his Majesty ordered a Board of General Officers, consisting of Lieutenant-General the Duke of Marlborough, and Major-Generals Lord George Sackville and the Honourable John Waldegrave, to enquire into the causes of the failure of the expedition against Rochefort. They met on the 8th of November, and made their report on the 21st. In consequence of their report, Sir John Mordaunt was ordered to be tried by a Court-martial, of which Lord Tyrawley was President. It began at the Horse-Guards on the 14th of December, and ended the 20th. The charge exhibited against Sir John was, "That he had disobeyed his Majesty's orders and instructions." Many witnesses were examined; but after mature deliberation, the Court unanimously acquitted him of the charge.

In hopes of intercepting the French squadron on its return from Louisburg, where it defeated our measures, and rendered our designs against that place abortive, a fleet, consisting of fifteen sail of the line and several frigates (See Note 115.), was ordered to sea, under Admirals Hawke and Boscowen, two officers in whom the nation reposed the greatest confidence. They sailed from Spithead the 22d of October, and in a few days had got to their station, and arranged their fleet in such a manner as would in all likelihood have answered the expectations of the Admirals, and the intention of sending them out, had not a violent gale of wind dispersed the fleet. Before the weather permitted them to regain their former station, M. de Bois de la Mothe and his shattered squadron had the good fortune to reach the harbour of Brest unperceived, except by the Vanguard, Captain Swanton, a cruising ship, who fell in with them on the 23d of November. The Vanguard was chased by them for several hours; when their headmost ship, carrying seventy-four guns, came up and engaged her for some time. The French Admiral, supposing that the chase made for Sir Edward Hawke's fleet, was apprehensive lest the noise of the cannonade should bring the British squadron upon him; and well

well knowing, that the fleet under his command was not in a condition for encountering such an adversary, he recalled his chasing ships, and made for Brest with all the sail he could set; where he landed such numbers of sick, that the hospitals could not contain them, which obliged many of them to be sent to churches and convents.

The two Admirals, finding that their prey had escaped them, returned to Spithead the 15th of December, leaving some ships to cruize to the westward, and to observe the enemy's motions.

CAPTURES, &c. BY CRUIZING SHIPS.

IN this line, none made a more conspicuous figure than Captain John Lockhart, of his Majesty's ship the *Tartar*, of twenty-eight guns and two hundred men. And that the reader may form a more distinct idea of his consummate bravery, good conduct and success, we have placed the captures he made this year in immediate succession to each other.

Being on a cruize, in the month of January, he took the *Prince de Soubize*, from Martinico, laden with sugar and coffee.

Soon after, he took the *Mont-Ozier* privateer of Rochelle, of twenty guns, nine pounders, and one hundred and eighty men. Captain Lockhart having compelled her to strike, was giving orders to take possession of her, when he perceived her bearing down on him. All hands were ordered to quarters: presently after, the privateer boarded him: but the enemy had reason to repent of their attempt, it having cost them thirty-six men killed, and as many wounded. The action was renewed; but the enemy, after losing fifty-eight men, were forced to submit.

Captain Lockhart being indisposed, the *Tartar*, in the month of February, proceeded on a cruize, commanded by her first Lieutenant Mr Thomas Baillie, who fell in with, and took, after an obstinate engagement of some hours, the *Victoire* privateer of Havre de Grace, of twenty-six guns, and two hundred
and

and thirty men. This vessel was purchased by Government, added to the Royal Navy, and called the Tartar's Prize. The command of her was conferred on Mr Baillie, as a reward for his valour.

Captain Lockhart being on a cruize in the month of March, fell in with the St Maria privateer of Havre de Grace, mounting twenty-four guns, and having on board two hundred and seventy-five men; which he took after a long fight.

As soon as his damages were repaired, he proceeded on another cruize; when, after an engagement of an hour and a quarter, he took the Duc D'Aiguillon privateer of St Malo, of six hundred tons, twenty-six guns, and two hundred and sixty-five men. The enemy had fifty men killed and wounded: the Tartar had only four men killed, and one wounded.

While on a cruize, in the month of May, he took the Penelope privateer of Morlaix, of eighteen guns, and one hundred and ninety men. Before they would surrender, they had fourteen men killed.

In the month of October, he took the Comtesse de Gramont privateer of Bayonne, of eighteen guns, and one hundred and fifty-five men. She was bought by Government, converted into a sloop of war, and called the Gramont.

In the month of November, Captain Lockhart performed an action of such merit, that had not his reputation been already established, this alone would have been sufficient to have done so. Being on a cruize, in company with some other ships, he gave chase to a large sail, which he came up with after a pursuit of thirty hours. She proved to be the Melampe privateer of Bayonne, of seven hundred tons, thirty-six guns, and three hundred and twenty men. Such a visible superiority did not in the least intimidate him. He began a very close engagement, which lasted with great fury for three hours, when she struck; at which time, the ships who had been in company when the chase began, were only to be discerned from the mast heads. In this action, the Tartar had only one man killed, and three blown up in the fore-top; her rigging and sails much damaged, with many shot in the hull. The Melampe had twelve men killed,

killed, and twenty-six wounded. She was one hundred and sixteen feet long upon her keel; her extreme breadth thirty-three feet; and being a very fine ship, and only two months old, she was purchased by Government, and added by the same name to the Royal Navy.

Such repeated acts of bravery, made the enemy dread meeting with Captain Lockhart, more than with a ship of double the Tartar's force. The merchants of the city of London were so sensible of the many services he had rendered them, that they presented him with a beautiful piece of plate, of two hundred guineas value. On the cup is curiously chased and embossed, with the seven French privateers, his own ship, and his arms. The salver is twenty-six inches in diameter, with the following inscription: "The gift of the two public Companies, the Underwriters and Merchants of the City of London, to Captain John Lockhart, Commander of the Tartar, for his signal service in supporting the trade, by distressing the French privateers in the year 1757."

The Merchants of the city of Bristol, following so laudable an example, presented him with a piece of gold plate, of one hundred guineas value. And the Corporation of Plymouth, with the freedom of that town in a silver box.

The Unicorn, of twenty-eight guns, commanded by Captain Rawlings, took the Invincible privateer, of St Malo, of twenty-four guns, and two hundred and eighty-six men, after an action of an hour and a half. Captain Rawlings was mortally wounded in the beginning of the action; but Lieutenant Clements continued it with great spirit, and obliged the enemy to strike, who had between thirty and forty men killed. The Unicorn, besides Captain Rawlings, had the boatswain, armourer, and a marine killed, and five men wounded. By some prisoners found on board the prize it was discovered, that a privateer had cruized in consort with the Invincible. As soon, therefore, as Lieutenant Clements saw his prize into Kinsale, he went in pursuit, and had the good fortune to take her. She proved to be the Comtesse de Noailles, privateer of Bourdeaux, of eighteen guns, and a hundred and forty-three men.

men. For such important services, Mr Clements was immediately made a Post-Captain.

The Eagle, Captain Palliser, and the Medway, Captain Proby, took the Duc d'Aquitaine, commanded by M. d'Esquilen, a French East India ship, armed for war, of fifteen hundred tons, having fifty guns, eighteen pounders, mounted on two decks, and four hundred and sixty-three men, after an action of an hour, in which the enemy had fifty men killed, and a great many wounded; all her masts shot away, and otherwise much damaged. The Eagle had ten men killed, and thirty-two wounded; the Medway ten wounded. The Duc d'Aquitaine was pierced for sixty-four guns, although she had only fifty mounted, and was purchased by Government, and added to the Royal Navy.

The Lancaster, Captain Edgecumbe, and the Dunkirk, Captain Howe, took the Comte de Gramont privateer, of Bayonne, of thirty-six guns, and three hundred and seventy men; Le Nouveau Saxon, a privateer of Bourdeaux, of sixteen guns, and one hundred and fifty men; a schooner with wine and brandy for Quebec; and retook his Majesty's sloop of war the Merlin.

The Dunkirk, Captain Howe, took, after a long chase, the Prince de Soubize, a privateer of fourteen guns, ten swivels, and one hundred men. When the Dunkirk came up with her her Captain had the temerity to fire a broadside into the Dunkirk, and then struck his colours. Captain Howe caused strict inquiry to be made, if any body on board was hurt. It was lucky for the enemy, there was not; for, if a single person on board had received the smallest injury, he was resolved to have poured a broadside into them for their insolence.

The Hussar, of twenty-eight guns, Captain Elliot, and the Dolphin, of twenty-four guns, Captain Marlow, on the 23d of November, chased a large French ship, which the Hussar got alongside of about eight in the evening; and the Dolphin coming up soon after, they both continued engaging the enemy (whom they dismasted) till near ten in the evening, when she sunk with her colours flying. The rigging of the Hussar was
fo

so much damaged, she could not get out a boat in time to save any of the people: the Dolphin sent a boat, but could find none. She was thought to be a two-decked ship, with one tier of guns mounted*.

The Unicorn, commanded by Captain Matthew Moore, gave chase to a French frigate, which he came up with, and engaged for five hours, when, after dismasting her, she struck. She proved to be the Hermione, of twenty-eight guns, (but pierced for thirty-two.) Both ships suffered much in the action, and had many men killed and wounded. The prize was one of M. de la Mothe's squadron from Louisburg: she was purchased by Government, and added to the Royal Navy, by the name of the Unicorn's Prize.

The Chichester, Captain Willet, took, after giving her two broadsides, the Bienacquis, a French frigate, of thirty-eight guns, and three hundred men, commanded by M. Macartney. The prize had three men killed, and eight wounded. She was purchased by Government, and called the Aurora. She was another of M. de la Mothe's squadron.

The Otter sloop, Captain Thomas Harrison, (son to the brave Admiral of that name,) in one cruize, retook the Tyger privateer of Biddeford; took the privateer that took the Tyger; took a war sloop of twelve guns, and one hundred and thirty men, laden with provisions, arms, and bale goods, on the French king's account, for the Mississippi; the Jeune Mars, from Nantz for Martinico; and a ship for St Domingo, of four hundred tons. Captain Harrison was soon after made a Post-Captain.

The Lyme, Captain Vernon, took the Entreprenant privateer of Havre de Grace, of sixteen guns, and one hundred and thirty men.

The Southampton, of thirty-six guns, commanded by Captain Gilchrist, being one of the expedition fleet, was sent by Sir Edward Hawke, to look into the harbour of Brest. On the 21st of September, he perceived a sail in chase of him, on
which

* Supposed to be the Alcyon of fifty guns.

which he tacked, and stood after the chaser, who immediately hauled up her courses, and brought-to. Soon after, it proved light breezes and calms; so that Captain Gilchrist could not get close to her, till near two in the afternoon; at which time, having got within musket-shot, the enemy began to fire; but the Southampton kept standing on, till she was within twenty yards of the enemy, when a very warm engagement began. The ships soon after fell on board of each other. The enemy endeavoured to board the Southampton, which was vigorously disputed for a quarter of an hour; when, having lost their first and second Captains, most of their officers, and sixty men killed and wounded, they struck. She proved to be the *Emeraude*, a French frigate of twenty-eight guns, and two hundred and forty-five men. Captain Gilchrist had his second Lieutenant and nineteen men killed; and every officer (except himself) and twenty-eight men wounded. The prize was bought by Government, added to the Royal Navy, and named the *Emerald*. As Captain Gilchrist was conducting his prize to England, he took the *St Lewis* privateer of Dunkirk, of ten guns, and sixty-three men.

The *Sheernefs*, Captain Thomas Graves, took the *Portmahon* privateer of St Malo, of fourteen guns, and eighty-four men.

The *Dolphin*, Captain Marlow, took the *Marquis du Barrail* privateer of Dunkirk, of twelve guns, and one hundred and fifty men, after an engagement of three quarters of an hour. The enemy had one killed, and two wounded; the *Dolphin* only one wounded. On board the privateer, were ransomers for 757*l*. She was purchased by Government, and called the *Dolphin's Prize*.

The *Flamborough*, Captain Jekyl, took the *General Lally* privateer, of fourteen guns, four swivels, and a hundred and thirty men. She was bought by Government, and called the *Flamborough's Prize*.

The *Isis*, Captain Wheeler, in one cruize, took three privateers, viz. the *Precieux* of St Malo, of twenty-six guns, and two hundred and forty men; *Le Comte d'Herville*, of

Bourdeaux, of sixteen guns, and one hundred and sixty men ; and le Prince de Turenne, of ten guns, and eighty-four men. And on another cruize, he took the Escarboucle, a French sloop of war, of sixteen guns, and one hundred and ten men.

The Antelope, Captain Saumarez, took the Moras privateer of Bayonne, of twenty-two guns, twelve swivels, and two hundred and forty-five men. The Antelope not being able to open her lower ports, the privateer fought her for an hour and a half ; by which the Moras had thirty-two men killed, and twenty wounded, and her mizen-mast shot away.

The Someriet, Devonshire, and Rochester, took the Victoire privateer, of Bayonne, of twenty-six nine pounders, and three hundred and twenty men.

The Badger sloop of war, of twelve guns, commanded by Captain Thomas Taylor, took a privateer, belonging to Havre de Grace, of eight guns, and seventy-two men, which he sent into the Downs, and soon after fell in with the Escorte privateer of St Maloes, of eighteen eight-pounders, and one hundred and fifty-seven men, which notwithstanding the disparity of force, Captain Taylor instantly engaged, and, after a close action of an hour and a half, the enemy were obliged to strike. There were no marines on board the Badger. Captain Taylor gave the command of the men, stationed at the small arms, to Mr Andrew Rutherford his purser, who behaved with the greatest bravery, and had a shot through one of the corners of his hat. The Lords of the Admiralty were so exceedingly well pleased with Captain Taylor's conduct, that he was promoted to the rank of Post-Captain, and Mr Rutherford was appointed purser of the Coventry frigate. The Escorte was purchased by Government, and made a sloop of war by the same name.

The Happy sloop of war, of eight three-pounders, eight swivels, and eighty-men, commanded by Captain Burnet, on his return from the island of Jersey, was attacked by the Infernal privateer of Havre de Grace, of six six-pounders, eight four-pounders, six swivels, and seventy-three men. Captain Burnet seeing the enemy's superiority of size and weight of metal,

metal, most gallantly boarded them ; and having luckily about twenty of Bocland's regiment on board, they were of great use to him ; soon cleared the deck of the privateer, and forced her crew to strike. For this piece of bravery, Captain Burnet was soon after promoted to the rank of Post-Captain.

The Lowestoffe, Captain Haldane, took the Sauterelle privateer of Brest, of fourteen guns, and one hundred and thirty-five men ; the Cigal privateer of Brest, of sixteen guns, and fifty men ; and a ship of four hundred tons from St Domingo.

The Harwich, Captain Rowley, and the Lowestoffe, took the Ruby privateer of St Malo, of twenty-two guns, and one hundred and twenty men. The former likewise took the Borina, of fourteen guns, and sixty men, from Rochelle for Canada.

The Trident, Lowestoffe, and the Hind, took the Ardencout, privateer of fourteen guns, six swivels, and eighty-six men ; the Difficile, privateer of eight guns, and forty-eight men ; and the Prince, with naval stores for America.

The Grampus sloop, of fourteen guns, Captain Allen, took the Duc d'Aumont, privateer of Dunkirk, of sixteen guns, six swivels, and one hundred men ; after an engagement of an hour and a half, in which the enemy had four men killed, and ten wounded. The Grampus had only four men wounded.

The Weasel sloop, Captain Gascoigne, took a privateer of sixteen guns.

The Squirrel, Captain Hyde Parker, took L'Amerique, of six hundred tons, from St Domingo, with a cargo valued at 30,000*l*.

The Effex, Captain John Campbell, took the Comte de St Florentine privateer, of St Malo, of eighteen guns, and one hundred and ten men.

The Litchfield, Captain Barton, and the Centaur, Captain Brown, took the Invincible, privateer of sixteen guns, and one hundred men.

The Dealcastle, Captain Edward Hughes, and the Peregrine

grine sloop, Captain Trelawney, took a ship from Martinico, valued at 6000*l*.

The Harwich, Captain Rowley, and the Biddeford, Captain Digby, took the Desire from St Domingo.

The Alcide, Captain Douglas, the Dolphin, Captain Marlow, and the Biddeford, Captain Digby, took the Prince de Soubize, privateer of Bourdeaux, of twenty guns; and two ships richly laden from St Domingo.

The York, Captain Pigot, took the Mars, privateer of Bayonne, of sixteen guns, and one hundred and eighty men; the Dromadere, and the Deux Amis, from St Domingo; Le Nomme de Dieu, from Rochelle, for the Mississippi, with wine, brandy, flour, and soap, having on board twenty-two sailors, and sixty soldiers; the Henry, from St Malo, laden with provisions for Cape Breton; and the Rubis, of twenty-two guns, bound for Canada, having on board fifty-four sailors, and two hundred and twenty-seven soldiers.

The Somersfet, and Rochester, commanded by Captains Geary and Duff, took the Renommée, of three hundred and fifty tons, laden with pork, flour, and musquets; and the Superbe, of seven hundred and fifty tons, laden with provisions, bale goods, and several cases of small arms. Both these vessels were bound for North America, and had on board one hundred and forty-nine sailors and passengers; two hundred and forty-two officers and soldiers of the regiment of Royal Volontiers Etrangers; two hundred and forty barrels of gun-powder, and five hundred and twenty muskets and bayonets, &c.

The Seahorse took a rich ship from St Domingo; as did the Winchelsea: and the St Albans took the Prince de Conti from the same place.

The America, Coventry, and Brilliant, commanded by Captains Byron, Scroop, and Parker, being on a cruize, on the 9th of December, retook an English vessel. On the 14th, they took a French vessel from Gaspé-bay. On the 19th, they gave chase to a French snow, who, in firing her stern-chase, by some accident took fire in the powder room, which blew

up all the after part of her. She burnt with great violence for half an hour, and then sunk. Out of seventy men, no more than twenty-four could be saved; and many of these were miserably burnt. She was a fine vessel of two hundred tons burden, and was laden with the finest furs from Quebec. On the 24th, in the morning, they gave chase to a French privateer; but falling little wind, it was evening before the Coventry got up with her, when she engaged her very closely for an hour and a half, before she struck. She proved to be the Dragon of Bayonne, of twenty-four nine pounders, and two hundred and eighty-four men; quite a new ship on her first cruise. She had four men killed, and twelve wounded*. The Coventry had only six men wounded, among whom was the Captain. While the prisoners were removing on the 25th, a sail was perceived; on which Captain Byron made the Brilliant's signal to chase, who soon came up with her: she then fired into the Brilliant, and wounded one man; Captain Parker returned the fire and sunk her. She was called the Intrepide, was a privateer belonging to Bayonne, of fourteen guns, and one hundred and thirty men; eight or ten of whom were killed; the rest were saved by the Brilliant's boats.

The Antelope, Captain Alexander Hood, being on a cruise on the coast of France, fell in with the Aquilon, a French ship of war, of fifty guns, and four hundred and fifty men. The enemy, after exchanging a few broadsides, fled. Captain Hood immediately pursued, and drove her ashore on the rocks in the Audierne-bay, where she was totally lost. The enemy had thirty men killed in the action, and twenty-five wounded. The Antelope had three men killed, and thirteen wounded. A young gentleman, a midshipman, of the name of Murray, had the misfortune to have both his legs shot away. He was carried down to the surgeon; while dressing, he heard the crew give three cheers; and imagining that the enemy had struck, he waved his hand round his head, and expired.

The Southampton, Captain Gilchrist, on his way from

F 3 *Portf-*

* She was purchased into the service, and named the Eurus.

Portsmouth to Plymouth, having money on board for the dock-yard; on the 25th of July about eleven at night, fell in, off the high land of St Albans, with five French privateers, two of which appeared to be of equal force with the Southampton. Captain Gilchrist engaged one of them for an hour and a half. The enemy attempted to board him several times, but they were beat off; and the French ship received so much damage, that she made signals for the other vessel to bear down to her assistance, which she immediately did; so that the Southampton was for some time between two fires, one upon the bow, the other on the quarter, and continued thus engaged for upwards of an hour. But Captain Gilchrist having luckily got his whole broadside to bear on the first ship, and breaching his aftermost guns forward, and his foremost guns aft, he gave her a whole broadside, which silenced her entirely. The other ship coming up, began a smart engagement for a quarter of an hour, and then dropt astern. By this time, the Southampton was left a mere wreck upon the water, and in no condition to follow the enemy: she had received some very dangerous shots between wind and water; her rigging shot to pieces; had ten men killed outright; fourteen mortally, and many slightly wounded. In this crippled condition Captain Gilchrist put into Weymouth next day.

The Prince Edward, of forty guns, commanded by Captain William Fortescue, being on a cruize off the islands of Scilly, fell in with a French frigate of thirty-six guns, which he engaged; but, night coming on, they separated. Next morning, Captain Fortescue renewed the action, which continued till eleven o'clock in the forenoon, when the enemy sheered off. The Prince Edward had the misfortune to have her main and mizen-masts shot away the first broadside; and could never bring more than five guns to bear on the enemy, while the sea ran so high, that the lower ports of the Prince Edward could not be opened. She had ten men killed, and forty wounded.

The Seahorse, Captain Taylor, having under his command the Raven and Bonetta sloops, commanded by Captains Bover and

and Clarke, lying off Ostend, fell in with two French frigates of thirty-six or forty guns each. Captain Taylor engaged them from half an hour after twelve, till four in the evening; and obliged them to sheer off. The Seahorse's masts, yards, and rigging, were so much shattered, that she could not pursue them; and the Bonetta could not lay alongside of them, having received a shot in her bow which drove in a plank. The Seahorse had eight men killed, and seventeen wounded, eight of them mortally. One of the French ships was disabled, and the Seahorse carried away her foremast; Captains Taylor and Bover were wounded.

The Hazard sloop of war, Captain Hanbury, took a privateer of eight guns, many swivels, and forty-five men. Being a fine sailer, she was purchased by Government, made a war-sloop, and called the Hazard's Prize.

The James and Thomas tender, commanded by Lieutenant John Peighin, was attacked by a large snow privateer; which Mr Peighin endeavoured all in his power to board, but the enemy always prevented him. Conscious of their superiority of guns, they kept engaging him for an hour and a half; notwithstanding which, he plied the few guns he had, so well, as to oblige the enemy to sheer off: he had four men killed, and seven wounded.

The Grampus sloop, commanded by Captain Thomas Knackstone, took the Procureur, privateer of Calais, of ten guns, six swivels, and thirty-six men,

CAPTURES BY PRIVATEERS AND LETTERS OF MARQUE.

The Defiance, privateer of London, took the Jupiter, of four hundred tons, ten guns, and seventy-five men, from the coast of Guinea and St Domingo, valued at 30,000*l.*; La Reine des Anges, of eighteen guns, and fifty men, Le St Philip, of sixteen guns and fifty men, both from St Domingo, valued at two millions of livres; La Mariamne from St Domingo;

mingo; the Bohemien, privateer of eighteen guns, nine pounders, and two English vessels which the Bohemien had taken; and a privateer called the Provost de Paris, of twenty-four guns, nine pounders, twenty-six swivels, and three hundred and twenty-five men, after an engagement of six hours; the Defiance had ten men killed and twenty-two wounded; the enemy had seventy men killed and wounded.

The Charming Nancy privateer, of Jersey, took, in one cruise, a privateer of sixteen guns, fourteen swivels and fifty men; the Marquis de Salha, a privateer of Bayonne, of sixteen guns, and one hundred and twenty-three men; a sloop loaded with wheat and pease; a brig from Bourdeaux to Nantz, with wine and flour, six guns, twelve pounders, and two large anchors; a small vessel with wine, hams, pitch, oars, &c.; ransomed a brig for 150l.;—retook two English vessels; and drove ashore three ships from St Domingo, in one of which, they found sixty hogsheds of Indigo.

The Tyger privateer took, in company of the King of Prussia privateer of London, the Bienacquis of three hundred tons, ten guns, thirty soldiers, besides seamen, for the Mississippi; having on board one thousand three hundred and forty-six casks of flour, sixty barrels of gun-powder, and six pieces of cannon, viz. three twenty-four pounders, and three eighteen pounders, sixty bomb-shells, ammunition, soldiers clothing, &c.

The St George, privateer of London, took a Dutch ship with shot for Bourdeaux; the Unicorn, privateer of St Malo, of twelve guns, and one hundred men; and the Marquis d'Aumont privateer of Bourdeaux, of sixteen guns and one hundred and sixty men.

The Boscawen, St George, Black Prince, and Shark privateers of London, and Isaac privateer of Liverpool, took the Prince de Conti, a French East India ship, from France to Pondicherry, mounting twenty-four guns, twelve pounders, and one hundred and ninety three men, valued at 150,000l. The ship and her materials sold for 5025l.

The Britannia privateer, of Bristol, of thirty-two guns,
nine

nine and six pounders, and two hundred and twenty men, commanded by Captain Fowler, was attacked by the Granville privateer, of Granville, of thirty-six guns, nine and twelve pounders, and two hundred and seventy-eight men. The action lasted four hours, when the enemy sheered off; and blowing up soon after, all on board perished, except four, who were taken up by the Britannia's boats.

The Constantine privateer, of Bristol, took Le St Jean le Baptiste, a French East India ship, of one thousand tons, and pierced for fifty, but had only thirty-six guns mounted when taken. She was bound to Nantz, from Vigo in Spain, where she had unloaded her cargo.

The Victory privateer of London, took the Oriflamme privateer, of twenty guns, and one hundred and twenty-five men.

The Phoenix privateer of Jersey, took a new French sloop of war going from Dunkirk to Brest. She had ports for sixteen guns, but when taken had only four mounted; and a crew of forty-six men only.

The enemy had considerable success against our trade, particularly by taking the greatest part of our Carolina ships, which distressed the merchants very much in the article of indigo: they likewise made some valuable prizes on the coast of Guinea. The only ships of war taken by the enemy this year, were, the Greenwich, already mentioned; and the Merlin sloop of war, taken by the Machault privateer of thirty-six guns; but which Captain Edgecumbe afterwards retook.

The Victory privateer of London, of forty guns, was taken by the St Michael, a French man of war of sixty guns.

The Dorset privateer, of twenty-eight guns, fell in with the Melampe privateer; and, after an engagement of three hours, was obliged to strike. The Dorset was twice boarded, had her main and fore-masts shot away, and between seventy and eighty men killed and wounded. She had received so many shot between wind and water, that the enemy, fearing she would sink, after taking out the men, turned her adrift.

These were the most considerable captures made by the enemy. They had an inconceivable number of privateers at sea,

sea, who were very alert, and picked up, in the course of this year, five hundred and seventy-one British ships, great and small; by far the greatest part of which were of very inconsiderable value. And, although the number of prizes taken from the enemy, amounted to no more than three hundred and sixty-four, yet, the balance was greatly in our favour; for, among these, could be reckoned one hundred and fifteen, which were either privateers of force, or armed merchant ships, carrying a great number of guns, and manned with upwards of ten thousand seamen, and whose cargoes sold for an immense sum*. These successes contributed to weaken and impoverish the

* The following is an authentic list of the cargoes of French West India prize ships, sold at public sale in London, Bristol, Liverpool, &c. from the 19th of September, 1756, to the 1st of September, 1757, including those taken before the declaration of war.

28,324 hhds sugar.
 900 tierces ditto.
 1097 barrels ditto.
 2987 pipes and hhds of coffee.
 4660 tierces ditto.
 7997 barrels ditto.
 6851 bags ditto.
 3264 bags and pockets of cotton.
 1669 casks of indigo.
 11,188 hides whole and half.
 82 casks of cocoa.
 198 bags ditto.
 800 bags of ginger.
 11 casks of tortoise-shell.
 336 elephants teeth.
 253 casks of gum senega.
 75 tons of sundry wood.
 38 hhds of cassia fistula.
 173 bags ditto.
 35,560 lb. ditto.
 122 casks of arnatto.
 14 serivellos.
 4 casks of dragon's blood.
 24 tons of lignum vitæ.
 545 rolls of tobacco.

And sundry other different sorts of goods.

The cargoes of the prizes taken in the West Indies, and brought home in British ships, are not in the above list.

the enemy, and to hasten the ruin of their trade; while, on the contrary, it tended to raise the spirits of the British merchants, by compensating them for the loss of the Carolina fleet, and the prizes made on the coast of Guinea by the enemy. The fleets from the Baltic, the Streights, and from the West Indies, arrived without any loss.

1758.

As the Ministry were now firmly settled, and faction at an end, the supplies were easily and readily granted. Plans of operations were early concerted, and proper officers appointed to carry them into execution. The confidence the people had in Mr Pitt's abilities and intentions, made them bear with pleasure the heavy taxes which the prosecution of the war had rendered necessary. As its operations grew more extensive, new resources seemed to unfold themselves. The success of our arms, in the course of this year, roused the spirit of the nation, and riveted the Minister in the people's affections. The checks which some of the Minister's schemes met with, did not dispirit the people; on the contrary, they served as incitements to make Administration redouble its efforts, to wipe off the stain of former disgraces.

On the 5th of February, his Majesty ordered the following promotion of flag-officers to take place:

Charles Knowles, Esq;	}	Admirals of the Blue.
Hon. John Forbes, Esq;		
Hon. Edward Boscawen, Esq;		
George Pocock, Esq;		Vice-Admiral of the Red.
Hon. George Townshend, Esq;	}	Vice-Admirals of the White.
Francis Holburne, Esq;		
Henry Harrison, Esq;	}	Vice-Admirals of the Blue.
Thomas Cotes, Esq;		
Lord Harry Powlett,		Rear-Admiral of the Red.
Sir Charles Hardy, Knight,		Rear-Admiral of the White.

In the month of August, his Majesty was pleased to order
the

the following Captains to be appointed Rear-Admirals of the Blue:

Thomas Pye,
Charles Stevens,
Philip Durell, and
Charles Holmes, Esquires.

The Earl of Loudoun was recalled from North America, and the command conferred on Major-General Abercrombie. The plan of operations there was to commence with the siege of Louisburg. Admiral Boscawen was appointed to command the fleet on this service, having under him Rear-Admiral Sir Charles Hardy, and Commodore Durell. Early in the month of January, the Rear-Admiral sailed from England in the Captain, of sixty-four guns, for Halifax in Nova Scotia, to take upon him the command of the ships which had wintered there; with orders to repair off Louisburg as soon as the season would permit, to intercept any supplies which the enemy might endeavour to throw into the place.

Early in February, Commodore Durell sailed also for Halifax in the Diana frigate, to hasten the armament as much as possible, against Admiral Boscawen's arrival. Some regiments of foot being embarked, and the necessary stores on board, the Admiral sailed from Portsmouth on the 19th of February with his fleet. Sir Edward Hawke was sent out early in the spring, with a strong squadron, to block up the French ports, and to hinder any supplies from being sent to their colonies: a service he effectually performed. And Commodore Holmes, with a small squadron, obliged the French and their allies to abandon Emden.

The Minister, convinced that the enemy's coasts could be invaded with success, resolved, as there was a large body of regular troops in England, that they should not remain idle. A strong body of them was therefore assembled, early in the summer, in the Isle of Wight. The apprehensions of an invasion, it was imagined, would oblige the enemy either to recall some of their troops from Germany, or at least prevent them from sending reinforcements thither, of which they stood very much

much in need. The British Minister, therefore, entertained hopes, that, by means of armaments of this kind, the operations of the King of Prussia, and of Prince Ferdinand of Brunswick, would be powerfully seconded; at the same time, that it would distress the enemy at home, and render them tired of the war. The troops on this service, were to be commanded by the Duke of Marlborough, and to be escorted by a squadron of small ships of war, commanded by the Honourable Captain Howe. While a strong squadron of large ships, under the command of Lord Anson, proceeded off Brest, to block up all the French ports on that side, and to prevent the enemy from sending a fleet to oppose Commodore Howe's operations. Reinforcements were also sent to India, under the command of Captain Tiddeman.

That the enemy might feel the superiority of the British navy in all quarters of the world; a small squadron was detached under the command of Captain Marsh, to reduce their settlements on the coast of Africa, and to protect the British trade and forts there, from ravages similar to those which the enemy, unmolested, had committed last year on that coast.

No sooner did the campaign on the coast of France end, than a body of those troops which, had been in England all summer, were embarked, and, under the escort of a strong squadron, sent to attack the French settlements among the Caribbee Islands. This command was entrusted to Major-General Hopson, and the naval department to Commodore Moore, who continued to command his Majesty's fleet on that station. Vice-Admiral Cotes commanded the squadron at Jamaica: Admiral Osborn commanded the fleet in the Mediterranean, until he was relieved by Rear-Admiral Broderick: Vice-Admiral Harrison commanded at Plymouth: Rear-Admiral Holmes, at Portsmouth: and Admiral Smith, in the Downs.

The Parliament was extremely liberal in its grants. Sixty thousand seamen were voted for the current year; and the sum total of the supplies, during this Session, amounted to 13,480,557*l*. (See Note 115.) The bill for establishing a National Militia was properly regulated, and that useful and consti-

stitutional body of men ordered to be raised for the defence of the kingdom. The Honourable George Grenville (one of the ablest and best Ministers that ever Britain saw) renewed his design this Session, and once more brought in a bill, for the encouragement of seamen in the Royal Navy, by which a regular method was established for the punctual and frequent payment of their wages; besides being thereby enabled more easily and readily to remit money for the support of their wives and families. This excellent bill easily passed the Commons; but the Lords were not so clear about its usefulness. On the second reading of the bill, they had, by desire, several Members of the House of Commons examined as witnesses, to whom many questions were put concerning the inconveniencies that had attended the paying of the seamen's wages, as well as respecting the remedies proposed by this new act. Their Lordships then agreed to it; and it soon after received the Royal assent. Few acts have been attended with more beneficial consequences; it being thereby appointed, that for the whole, or such part of their pay as the men do not choose to take in cash, they are to receive a ticket from the Commissioner for the sum due; which ticket is made payable on demand by any Collector of his Majesty's customs or excise, to whom it may happen to be presented in any part of Great Britain*.

The British cruising ships were so very judiciously disposed, that many of the enemy's richest merchant ships, and the strongest privateers, fell into their hands: and the British commerce was remarkably well protected by convoys.

EAST INDIES.—*Coromandel Coast.*

NOTWITHSTANDING that the French power was effectually crushed in Bengal, yet, on the coast of Coromandel, they had such an evident superiority of strength, particularly of land troops

* Some few amendments to this act, which we shall point out in its proper place, would render it one of the most beneficial laws that ever was passed for the sea service.

forces, that it was no longer judged prudent for the British troops to keep the field. They were therefore ordered into garisons. Fortunately, the enemy did not avail themselves of the opportunity which their great superiority gave them. Probably they had orders to wait for the arrival of their fleet, on board of which were very considerable reinforcements; which being conducted by an officer of ability and experience, they perhaps hoped, on being joined by him, to be able to push on their operations with the greater effect.

Admiral Pocock was joined by Commodore Stevens, with the ships and reinforcements from England, in Madras road, on the 24th of March. And having put the squadron in the best condition possible, he sailed, on the 17th of April, in order to get to the windward of Fort St David, to intercept the French squadron, which he had reason to expect would be soon on the coast.

The Comte D'Aché, on the 17th of December, arrived at the Mauritius; where having joined the India squadron under M. Bouvet, he left that place on the 27th of January 1758, and went to the isle of Bourbon, in order to get provisions and other necessaries for his fleet, from whence he sailed the 4th of February for the coast of Coromandel; when, the monsoons being set in against him, he took what is called the long course, and did not make the island of Ceylon till the 23d of April, nor Carical till the 26th. On the 28th, he anchored in the road of Fort St David's.

This squadron, consisting of eleven vessels, in a manner surrounded his Majesty's frigates Bridgewater and Triton, commanded by Captains Henry Smith and Townley, who, perceiving no possibility of escaping, run their ships ashore, rather than let them fall into the enemy's hands; and, setting them on fire, retired with the crews to the fort. (See Note 117.)

M. D'Aché immediately detached a ship of the line and a frigate, having Comte de Lally and his officers on board, for Pondicherry, whither he was obliged to go to open his commission.

Next morning, at nine o'clock, Admiral Pocock, who to make sure of falling in with the enemy's fleet, had in ten days worked

worked up as high to windward as the head of the island of Ceylon, then stood in again for the coast of Coromandel, which he made on the 28th of April, and saw Nepapatam; and, coasting along shore, got sight of the French Squadron, which at this time consisted of one ship of seventy-four, one of sixty, one of fifty-eight, one of fifty-four, two of fifty, two of forty-four, and one of thirty-six guns. The British Squadron consisted of two of sixty-four, two of sixty, one of fifty-six, and two of fifty guns, and the Queenborough frigate. (See Note 118.)

Admiral Pocock made the signal for a general chase; on which the French fleet weighed anchor, and stood out to sea E. by N. with the wind at S. E. At half past twelve, Admiral Pocock had got within a league of the enemy, who were then waiting for him in a line of battle ahead. He then hauled down the signal for chase, brought-to on the starboard tack, and made the signal for a line of battle ahead, at half a cable's length distance*; when he ordered the Captain of the Queenborough to send all his marines on board of the Cumberland, and twenty men on board of the Tyger: these two ships sailing very badly, and being at this time far astern, it was a quarter past two before they got into their stations; at which time, Admiral Pocock bore down on the Zodiaque, M. D'Aché's ship, in the centre of the French line.

When the Admiral made the signal for a line of battle ahead at half a cable's length distance, the Captains of the Newcastle and Weymouth mistook the signal, and did not close up to the ships ahead of them; and when the Admiral made the signal for a closer engagement, all the other ships obeyed, except the Newcastle and Weymouth. The enemy fired as the British ships approached. The Cumberland worked very ill, and was long in getting into her station in the line; so that the Vice-Admiral's, and three ships ahead of him, had the whole fire of the enemy to sustain. Admiral Pocock did not return a single shot till his ship hauled up opposite to the Zodiaque; when, at fifty-five minutes past three, he made the signal to engage; the Tyger, who led the van, attacking the Bien-Aimé, who led the

* One hundred yards.

the French van at the same time. The three sternmost ships in the British line kept at a great distance, and did not properly support the Admiral, who behaved with the greatest courage, as did Commodore Stevens, and the Captains ahead of the Admiral.

It fortunately happened, that the enemy had a dastardly Captain likewise, M. D'Apert of the Duc de Bourgogne, who from the beginning of the action fled behind the French line, across which he fired at the British ships. The Sylphide, being only in the line for show, was driven out of it at the first broadside. The Condé having her rudder disabled, was also forced to quit the line. The action in the van and centre on both sides continued with great fury. The Captain of the Cumberland exerted himself to get into action; in the doing of which he ran up so close to the Yarmouth, that she had no room to wear and get into her station, and at length was obliged to back her topails to obtain it by falling astern, which succeeded, but not until she had dropped a little lower than the St Louis, the ship that fell to her lot to engage, and at a considerable distance from the Admiral, whose second astern was her place in the line. During this manœuvre, the Newcastle and Weymouth, in order to preserve their proper distances, backed likewise, and both fell lower than the Moras, then the rearmost ship of the enemy's line. But after the Cumberland had set her topails, and gained her proper station, the Newcastle still kept back, notwithstanding the Admiral had made the signal for the three rearmost ships to close the line; on which the Weymouth hailed her so to do; which not being attended to, she hauled her wind, and passing to the windward of the Newcastle, came properly into the line, and attacked the Moras, and in ten minutes forced her to bear away. During this, the Cumberland warmly engaged the St Louis, and took off the greatest part of the fire which she was pouring on the Yarmouth's quarter. At this time, a great explosion of powder happened on board the Zodiaque, and likewise on board the Bien-Aimé, which occasioned some confusion in these ships for a little while. M. D'Aché then made the signal for such of his ships as had withdrawn from the ac-

VOL. II. G tion,

tion, to return to it: but to this they paid no regard. The *Tyger* having lost her fore-topfail-yard, could not preserve her station, which gave her opposite in the French line a considerable advantage over her; but the *Salisbury* and *Elizabeth* afforded her all the assistance in their power.

Notwithstanding that the ship of the line and the frigate which M. D'Aché had detached to Pondicherry with M. Lally, were now within a league of him, and making to his assistance, yet he found himself in danger of being overpowered, by the incessant fire from the British van and centre, whose rear becoming more close, afforded aid to their centre. M. D'Aché finding it impossible to recal his ships into action, he made the signal, and bore down to them, intending to join the *Comte de Provence* from Pondicherry, and his other ships, which he did about six o'clock: at which time, finding his ships had suffered greatly in the combat, he hauled his wind, and made off towards Pondicherry with the larboard tacks on board.

On this, Admiral Pocock hauled down the signal to engage, and made the signal to chase; but such of his ships, whose Captains had done their duty, were so completely disabled in their rigging, that it was impossible to overtake the enemy, whose ships having suffered less in their rigging, sailed faster. Considering the state the Squadron was in, and more especially that night approached, the Admiral judged it proper to haul close upon a wind, and stand to the southward, with the view, if possible, of keeping to the windward of the enemy, and of being able to engage them next morning, if he should be so fortunate as to prevent their weathering him in the night. For this purpose, he ordered the *Queenborough* ahead to observe their motions, and continued endeavouring to work up after them till six in the morning of the first of May; when, finding that he lost ground considerably, he came to anchor about three miles to the southward of *Sadras*.

This action was fought about seven leagues west by north of *Alamparva*. The British lost in this battle twenty-nine men killed, and eighty nine wounded. The French, who had suffered less in their rigging than the British, anchored about ten o'clock

o'clock the night of the action off Alamparva. The *Bien-Aimé*, who had suffered much in the fight, and among other damages had the slings of her sheet anchor shot away; which dropping, run out the cable, this was immediately cut; another shot had, unperceived, grazed the upper coil of the cable of the best bow-er, with which the ship came to an anchor in Alamparva road, but on the first strain it parted; a small anchor was immediately dropped, but it would not hold; there was another ready, and, before the sails could be set, the ship drove into the surf, and stranded without a possibility of recovery; but all her crew were saved, and afterwards most of her cannon and stores.

The enemy's loss of men in the action was great, having one hundred and sixty-two killed, and three hundred and sixty wounded. This disparity of loss can only be accounted for, by the enemy directing their fire chiefly at the rigging of their opponents, while they aimed at the hulls of their ships. The French had a great many land-forces on board, who no doubt sustained a considerable diminution of numbers. On board of *M. D'Aché's* four officers were killed, and seven wounded; forty men were killed, thirty-five died of their wounds, and one hundred and fifty were wounded. The ship had seventeen shot between wind and water. The rest of the French ships suffered in proportion.

M. D'Aché proceeded to Pondicherry with his squadron, where he landed twelve hundred sick, and dismissed *M. D'Apert* from the command of the *Duc de Bourgogne*, which he conferred on *M. Bouvet*.

The French Admiral, in his dispatches to his Court, spoke of the valour and conduct of Admiral Pocock in the highest terms of praise. Had the Admiral been as well seconded in this action by the Captains who commanded the ships which composed the rear of his fleet, as he was by Commodore Stevens, and the Captains who commanded the ships which composed the van, there is every reason to think that the French fleet would have been completely defeated in this action, and some of their ships taken.

The French had now an army of three thousand five hun-

dred Europeans, and near as many Sepoys. M. de Lally, sensible how much they had lost by their inactivity hitherto, resolved to pursue a contrary conduct; and, with this view, the very day he arrived at Pondicherry, he caused a considerable part of his army, headed by the Comte D'Estaing, to be put in motion.

On the 29th of April, his van-guard entered the bounds of Fort St David, where they plundered the villages, and dispersed some of the black troops in the pay of the British East India Company, which caused a great desertion among them. The enemy summoned Cuddalore, which was surrendered to them on the 3d of May, on condition that the garrison should have liberty to retreat with their arms to Fort St David.

General Lally now laid siege to that place. It was a most fortunate circumstance for the British East India Company, that a man of so very untractable a disposition as M. de Lally had been sent to command the French forces in India; for his imperious and overbearing temper was such, as presently lost him the affection and esteem of his troops, and of the servants of the French East India Company, which latter he treated with great contempt. To the customs of the natives he paid not the smallest regard, which made them behold him with terror and detestation. Disregarding their particular cast or profession, he compelled them to work as pioneers to his army, and to do many offices which they had never before stooped to perform. In short, he scorned to listen to any information or suggestion whatever, resolving that his dictates should be implicitly obeyed.

Admiral Pocock having received one hundred and twenty men from the hospital, and eighty Lascars from the Governor of Madras; and having the masts of his crippled ships fished, and repaired his most material damages, tried for some days to work up along the shore; but without success. He then put off the land; and, on the 10th of May, had stretched as far to the southward as the latitude of nine degrees thirty minutes north, by which he hoped to be able to fetch to windward of Fort St David. But upon standing in again, he met with strong westerly winds; and was retarded by the Cumberland,
who

who was so leaky as to prevent her keeping the wind. Being unable, therefore, to reach higher than Alamparva, he anchored off that place the 26th of May; and on the 30th he got sight of Pondicherry, where he perceived the French squadron at anchor in the road.

As soon as the British squadron were descried by the enemy, M. D'Aché called a Council of war, composed of his Captains, and the Governor and Council of Pondicherry; whose opinion was, that it was expedient for the squadron to remain moored as close to the shore as possible, that they might receive the assistance of the batteries facing the sea, in case they should be attacked.

Scarcely was this resolved on, when the furious Lally made his appearance. He had posted thither, upon receiving the news that the British fleet had been seen on the coast. His powers being large and ample, he disregarded the opinion of the Council of war, declaring, that it would be shameful not to meet the British fleet in the open sea; and he accordingly sent four hundred Lascars to serve on board the squadron. On this M. d'Aché weighed anchor, with eight sail of the line and a frigate; but, instead of bearing down on Admiral Pocock, who could not work up to him, he kept the wind, plying for Fort St David, to which place the French had laid siege. Lally, after thus forcing the fleet to sea, returned to the siege; but he had no sooner got beyond the bounds of Pondicherry, than the Governor and Council of that place (who it seems had full powers in the absence of Lally the Governor-General) sent orders to M. d'Aché to return there with his fleet, for the protection of the place and their commerce. This order proved of the greatest service to the British, as, soon after the return of the French fleet to Pondicherry road, three of the Company's ships, having on board money, merchandize and stores, arrived at Madras, which must infallibly have been taken, had not the fears of the Governor and Council of Pondicherry induced them to recal their fleet; and these ships would have afforded such an ample supply of money, as to have saved M. Lally his

disgraceful expedition to Tanjore, in quest of an old and an unjust debt.

Admiral Pocock endeavoured all in his power to get up with the French fleet ; but was prevented in a great measure by the Cumberland's bad sailing. The second and third day, the current setting strongly to the leeward, the squadron, not having either land or sea winds, lost ground considerably.

On the 6th, the Admiral received a letter from the Select Committee at Madras, mentioning the success of the French arms at Fort St David's, and the probability that Fort St George would be soon invested, which would put it out of their power to supply the squadron with water. On this he immediately steered for Madras ; and soon after brought his disobedient Captains to a Court-martial ; by whose sentence, Captain Legge of the Newcastle was cashiered, Captain Vincent dismissed the command of the Weymouth, and Captain Breton of the Cumberland to lose one year's rank as a Post-Captain.

Let us now take a view of the operations of the French before Fort St David. The British East India Company had been at great expence in erecting fortifications here ; and had employed Mr Robins, an experienced engineer, for that purpose. He unfortunately died before he had completed his plan. In this situation it was, when Mr Lally, with all his forces, sat down before it ; and, on the 16th of May, began to fire upon the place with two guns and five mortars, from Cuddalore. On the 26th, they opened a battery of seven guns, and five mortars, at the distance of eight hundred yards to the westward ; and, on the 30th, they opened two batteries, one to the north, of nine guns and three mortars, and the other to the north-east, of four guns, all about the same distance. Major Pollier, who commanded in the place, by no means answered the expectations which the world had formed of him. His defence of it was injudicious, considering the weakness of the garrison. He ought to have abandoned some out-posts which he endeavoured to defend ; but he was so relax in discipline, that the garrison having too free access to the store-houses of

arrack, and other strong liquors, were seldom in a condition to do their duty properly. He had likewise been too prodigal of his powder, which he expended when his fire could do little execution against the enemy; so that a want of ammunition and a scarcity of water, were the chief reasons which induced him to desire to capitulate; for the fort was strong, and capable of holding out a much longer time than it did. The enemy had not even affected a breach, having only ruined some of the defences, and disabled thirty pieces of cannon.

On the 2d of June, Major Pollier requested of Alexander Wynch, Esq; who acted as Deputy-Governor, to call a Council of war; when they unanimously agreed to surrender the place, and accordingly proposed terms to M. Lally; who consented that the garrison were to march out with the honours of war; but were afterwards to lay down their arms, become prisoners of war, and thereafter to be exchanged. They were allowed their baggage and effects; and care was to be taken of the sick and wounded. All magazines and military stores were to be delivered up; and the mines and subterraneous works of the place to be shewn to the French engineers. The garrison consisted of two hundred Europeans, eighty-two invalids, thirty-five artillery, and two hundred seamen; who, together with their officers, and the Deputy-Governor and Council, were conducted prisoners to Pondicherry.

M. Lally ordered the fortifications to be razed to the ground; and, with all the barbarity of an uncivilized buccaneer or free-booter, he extended his wanton cruelty, not only to the destruction of the English gentlemens villas, but to the towns of the innocent natives. This inconsiderate piece of conduct cost him very dear afterwards; for the country people were so enraged, that when the French army laid siege to Tanjore, they cut off his supplies of provisions; by which they lost more men by famine, than by the enemy.

The loss of Fort St David was severely felt by the East India Company; and, from the great military force of the enemy, and the boastings of M. Lally, now elate with his conquest, they had reason to apprehend the loss of all their set-

lements on the coast of Coromandel. The Governor and Council of Madras, however, took every precaution that prudence could suggest, to frustrate M. Lally's designs. They raised some new companies of Sepoys; entered into new alliances with the country powers; and strengthened, by every means in their power, their old friendships. Had M. Lally marched immediately against Madras on the surrender of Fort St David, he had undoubtedly made an easy conquest of it, the fortifications not being then completed; but he seemed to wait till the season would compel Admiral Pocock with his squadron to leave the coast, before he undertook this enterprise; during which interval, Governor Pigot not only completed the fortifications of Fort St George, but added several new works to the intended plan.

M. Lally's pride and insolence had disgusted the leading people of Pondicherry so much, that they did not second his intentions with any degree of spirit; and his obstinacy rendering him deaf to every kind of advice, he did not listen to proper information. It is therefore less matter of wonder, that though the French had some success at first against the British settlements, the subsequent bad management of their affairs should have occasioned a reverse of fortune.

An extreme want of money was in a great measure the ruin of the French affairs in India. Indeed, to such straits were they driven at this time, that, on the 7th of August, they made prize of a Dutch ship (the *Haerlem*), from Batavia for Negapatnam, merely for having anchored in the road of Pondicherry. The French government seized the money on board, amounting to seventy or eighty thousand pounds Sterling, for their own use; unloaded the cargo, and detained the ship. When M. Dupleix was Governor of Pondicherry, he had, in the year 1749, compelled the King of Tanjore to sign a paper, promising the payment of a very large sum of money*. This money they now resolved to demand; and, the better to enforce their claim, M. Lally made his army march southward, resolving to attack our post at Trichinopoly. Upon their approach-

* Seventy lacks of rupees, or 875,000*l*.

ing the British settlement of Davecotah, the Chief of it prudently retired, and effected a retreat to Madras, passing through the Tanjore country. M. Lally, finding it abandoned, continued his march, leaving there a considerable detachment under M. Soupiere: he took his route by Tranquebar, where the Danes supplied him with some ammunition and field-pieces. At Negapatnam, he demanded from the Dutch a loan of money, cannon and ammunition, and a supply of provisions. It is not to be doubted, from the advantageous offers made by M. Lally, that our good allies complied with his terms: this, however, they denied, except as to the provisions, of which they sent him frequent supplies, while his army was besieging Tanjore. M. Lally, on entering the Tanjore country, seized on the port of Nagore, a town belonging to the King, and upon all the effects that were found there, belonging to the country merchants, from all parts of India, and sold them to Mr Fisher, a Colonel of Hussars, in the French service, for two lacks and a half of rupees, when they were known to be worth double that sum. The French army took the road to Tanjore, and took post at Trivalour: here they established a magazine; and, from this place, M. Lally sent Commissaries to demand the money which has been mentioned, and a free passage for his army through his country to Trichinopoly. The seizing of Nagore, and their behaviour at that place, caused their demands to be heard with little attention; but, M. Lally sent an embassy to the King, consisting of two officers and a priest, to demand a passage by the nearest road to Trichinopoly; and, at the same time, the assistance of his army. The King, perceiving the great strength of the French, thought it was best to compromise matters. He accordingly gave consent for the French army's marching through his dominions, but not by the route proposed by Lally: he also offered a small part of the money demanded; but refused the assistance of his troops. The priest remained at Tanjore, while the two officers returned to Trevalour with the King's answer. Some time after, the priest demanded an audience; he then not only insisted on a free passage for the French army by the route
named

named by M. Lally, and the assistance of the King's troops; but on the immediate payment of five lacks of rupees. The King was much displeased at this, but consented to give four lacks, out of which he required some deduction for the damages done him at Nagore: to the rest of the demand, he gave the same answer as before.

As the French army kept advancing, even while this negotiation was going on, the King began to see through their designs, and took measures accordingly; and being resolved to stand all the horrors of a siege, rather than submit to these exorbitant demands, he therefore ordered the priest to leave the city instantly. When the advanced guard of the French army arrived, they fired on the city, which put an effectual end to all negotiation. M. Lally then blockaded the town, in hopes that his formidable appearance would frighten the Tanjoreans into a compliance with his demands. In this, however, he was mistaken; for they destroyed many of his men in sallies; and by means of a large body of horse, and a detachment from Trichinopoly commanded by Captain Caillaud, they cut off his convoys of supplies, and greatly harassed his army. M. Lally, finding that he did not advance his affairs by hostile measures, and being in great want of provisions, tried once more what he could do by means of negotiation; and sent an officer of rank and a priest to the king with his terms. They were not only empowered to conclude an agreement, but to remain as hostages for the performance of it. They prevailed on the king to give fifty thousand rupees in hand; a promise of four lacks; and a supply of three hundred horse, and one thousand colleries; but this on the express condition, that the French army should immediately remove from before the town. M. Lally, however, making no motion towards the performance of his part of the agreement; the King would not suffer the two hostages to depart, and declared they should not be permitted to go till the French army had begun its march. This produced several messages. At length it was settled, that the King should send out the troops stipulated by
agree-

agreement, and detain the hostages till the army was three days march from the place.

The irascible temper of M. Lally overturned every part of this agreement. Finding only fifty of the three hundred horsemen arrive in his camp, he ordered them all into confinement; averring, that the King having broken his word in not sending the whole, he would keep these confined till such time as he sent out the remainder. The King, justly piqued at this behaviour, ordered the French hostages to be imprisoned, and declared he would not send any more troops till such time as those he had already sent were released. Meantime, M. Lally, pluming himself on having outwitted an Asiatic Prince, in those very arts for which these Princes are esteemed so famous; while this negociation was going on, busily employed himself in erecting batteries, and placing his heavy artillery upon them; so that, when the parley was at an end, he began to fire upon the town; the fortifications whereof not being constructed to resist a regular siege, he presently made a considerable breach in the walls. The Tanjoreans seeing their city threatened with destruction, resolved on a generally sally, and put their design in execution on the 9th of August. Despair must have heightened their courage: otherwise, it is not easy to account for their success, when it is considered that they had to attack a large body of regular European troops, as well as disciplined Sepoys, entrenched and supported by a large train of artillery. The Tanjoreans attacked at once both the French camp and the batteries, with so much vigour and resolution, that they killed about one hundred Europeans, took one gun, one tumbril of ammunition, two elephants, and some horses; and after blowing up some tumbrils of gunpowder, returned again into the town. Great as the numbers of the King of Tanjore's troops were, the impression they made in this fortie, must be imputed solely to the miserable condition in which the French army were, being exhausted by famine and fatigue, and moreover highly displeased with their General.

M. Lally was forced to raise the siege and retreat, leaving
his

his cannon spiked upon the batteries. The Tanjoreans pursued and greatly harassed his army on its march, killed many of his troops, and took two pieces of cannon and two mortars. M. Lally, with agitation of mind easier to be conceived than described, reached Carical with his shattered army about the end of the month.

Whilst at Trivalore, on his retreat to Carical, he received information that the French squadron was at Pondicherry, and M. d'Aché on his arrival at that place, had intimated to the Supreme Council there, his determination to return, without delay, with the fleet under his command, to the Mauritius. M. Lally was quite thunder-struck with this piece of intelligence, and immediately sent the Count D'Estaing to Pondicherry, to make the strongest remonstrances to M. d'Aché, against the resolution he had taken.

On the 3d of July, three of the British East India Company's ships arrived in Madras road : they had left England the preceding year, but not arriving in the Bay of Bengal until the northern monsoon had set in, they proceeded to the Ganges ; from whence they were dispatched in April, with money, merchandize, and stores from Calcutta, but without any of the recruits they brough from England, or any troops in return for those which had been sent with Colonel Clive, when Admiral Watson proceeded there with the squadron. The southern monsoon which began when they sailed, obliged them to make the outward passage towards Achin, in the island of Sumatra, and when they shaped their course for the coast of Coromandel, the first place they made was Negapatam, at which they received such intelligence, as obliged them to put to sea again directly, and keep out of sight of land, until they stood for Madras. The safe arrival of this fleet was entirely owing to the ill grounded apprehensions of the Council at Pondicherry, who, not permitting M. D'Aché to proceed on his intended cruize with his squadron, but in the middle of June, recalled him from Carrical ; which measure prevented this fleet from falling into the enemy's hands, and the treasure they had on board, would have afforded them a supply, sufficient for their

exigencies, and prevented their fruitless and disgraceful expedition to Tanjore.

Admiral Pocock having refitted his squadron, (See Note 118.), and completed their water, sailed in quest of the enemy's fleet on the 25th of July, steering to the southward along shore, with the sea and land breezes; and anchored on the evening of the 26th off Alamparva. Seeing a snow and seven chelingas* near the fort close in shore, he sent the boats of the squadron against them, manned and armed. They burnt and sunk the chelingas, and brought off the snow. These chelingas were all empty, having been sent from Pondicherry with cannon and ordnance stores, which were landed the day before, and for which place the snow, which was loaded with firewood, was bound. On the 27th, in the evening, the squadron got within three leagues of Pondicherry road, where they perceived the enemy's fleet at anchor.

On the 28th, about ten in the morning, the enemy got under sail, and stood to the southward with the land breeze; on which Admiral Pocock, in hopes of coming up with them, or, if possible, to weather them, as being the most likely means of bringing them to action, made the signal for a general chase; but they kept to windward, and anchored next morning off Porto Novo. When the land breeze set in, they weighed, and stood to windward; and, about eight o'clock, were out of sight. At four in the afternoon, Admiral Pocock seeing a ship in the S. E. quarter, gave chase: at five, she hoisted French colours, and stood in for the land; and soon after run ashore about two leagues to the northward of Porto Novo. He sent boats on board to endeavour to bring her off; but finding this impracticable, without losing a great deal of time, she was set on fire. She proved to be the *Restitution*, bound to Pondicherry, from Carical, where she had been sent with ordnance stores, and other materials for M. Lally's army. This ship had been dispatched from Bengal last October with French prisoners; who, taking the command of her from the master,

car-

* A sort of large boats used for landing of goods, people, cannon, &c. peculiar to the coast of Coromandel, where there is always a very great surf.

carried her to Maffulipatam; from whence she was sent to Pondicherry, where the Governor and Council, contrary to the law of nations, made a prize of her.

At ten o'clock in the forenoon of the 1st of August, the Admiral once more obtained sight of the French squadron, as they were getting under sail off Tranquebar. They soon after formed a line of battle ahead, with their starboard tacks on board, and seemed to edge down towards him: but when he made sail and stood for them, they hauled upon a wind till one o'clock, when they formed a line of battle abreast, and bore down upon him with an easy sail. At half past one, he made the signal for his squadron to form a line of battle ahead with the starboard tacks on board; and stood to the eastward under top-sails, sometimes the main-top-sails square, as the ships stations in the line required, waiting for the enemy. At five, the enemy's van was abreast of our centre, and at about two miles distance. They stood on till their van was abreast of the British van; and kept about the same distance, till half an hour past six, when they hoisted their top-sails, set their courses, and stood to the south-east. Admiral Pocock then made the signal for his van to fill and stand on, and make sail to the southward, keeping in a line till twelve o'clock: when, judging by the enemy's signal guns that they had tacked, he made to the signal to wear, and stood on to the westward after them; but, at day-light, they were not to be seen. In the evening of the 2d, he descried four ships in shore to the north-west; and, on the 3d, at five in the morning, got sight of the enemy's fleet off Negapatnam, about a league to the windward, formed in a line of battle ahead, with their starboard tacks on board; on which he also formed a line of battle ahead with the starboard tacks on board, and stood towards them. Fearing that the enemy's ship which led their van*, would be an overmatch for the Tyger which led his van, he made the signal for the Elizabeth to change places with the Tyger. At eleven, the wind dying away, the British fleet were left quite becalmed; while the enemy

* The Comte de Provence of seventy-four guns.

enemy were so fortunate as to be favoured with a light breeze from the land, with which they stood on, their line extending from east to west, and passed so near the rear of the British line at right angles, that they might easily have cut off the Cumberland and Newcastle, the sternmost ships, as they could not have received any assistance from the others, who lay becalmed with their sterns towards the enemy. They did not avail themselves, however, of this advantage, but passed on without firing a shot.

At noon, the sea-breeze sprung up, which gave the British the weather-gage. Both fleets formed their lines anew to the wind; and at twenty minutes past twelve, Admiral Pocock made the signal to bear down on the enemy, and engage. The Elizabeth and Comte de Provence began the engagement; but, soon after, the mizen of the latter taking fire, she was obliged to quit the line, and her crew were constrained to cut away the mast, in order to save the ship. The Duc de Bourgogne then attacked the Elizabeth, but was so overpowered by her fire, that Comte d'Aché himself, at that time warmly engaged with the Yarmouth, endeavoured all he could to push up to her assistance; but his intention was thwarted, by the steering-wheel of the Zodiaque being shattered by a shot from his antagonist; to repair which, she passed under the lee of the Duc d'Orleans; and no sooner had she returned into the line, than one of her lower-deck guns in the gun-room burst, and beat through the deck above. This misfortune was soon followed by another, of a much more serious nature, and dreadfully alarming. The bulkhead of the powder-room was set on fire; and whilst they were busy in extinguishing it, the newly repaired wheel gave way, whereby the ship fell on board the Duc d'Orleans, her second ahead. Both, while trying to extricate themselves, were exposed to a most severe cannonade from the Yarmouth and Tyger, to which the enemy, for a considerable time, were unable to make any return. The Condé and Moras were by this time beat out of the line; and, at eight minutes after two, the Zodiaque having got disentangled, M. d'Aché bore away, and in fifteen minutes afterwards, the rest of his ships followed his

example: on which Admiral Pocock made the signal for a cloſer engagement. This ſignal was obeyed with alacrity by all the ſhips, and the enemy were ſeverely raked by means of this well-timed manœuvre; but, as they crowded all the ſail they could ſet, the Admiral ſoon after hauled down the ſignal for the line, and made the ſignal for a general chaſe. On this, the enemy cut away all their boats, that their ſhips might have no impediment to retard their ſailing, and ſtood to the N. N. W.

A running fight now took place, which laſted till near three o'clock, by which time the enemy had got beyond reach of cannon-ſhot. The purſuit was continued till dark, when Admiral Pocock finding it impoſſible to get up with them, about eight o'clock came to an anchor with his ſquadron off Carical, three miles from the ſhore. The enemy made for Pondicherry.

During the action, the breeze being gentle, the water ſmooth, and both fleets cloſe to each other, they fired with great certainty. The French, as uſual, aimed at the rigging of the Britiſh ſhips, whiſt they took the ſurer mark of their hulls, which ſuffered ſeverely; and, notwithſtanding the irregularity and ſhort continuance of this action, the French ſuſtained as great a loſs of men in it as they did in the former engagement *, although their numbers were leſs in this fight by one thouſand two hundred than it was in the firſt. On board the *Zodiaque* thirty-three were killed, and one hundred and fifty dangerously wounded. The killed in the Britiſh ſquadron amounted only to thirty-one, and the wounded to one hundred and ſixty-fix. Both M. d'Aché and Admiral Pocock were wounded by ſplinters; as alſo Captain Martin and M. D'Aché's Captain: and Admiral Stevens was wounded by a muſket-ball, which lodged in his ſhoulder, and was ſeen to be ſhot with aim by a French officer †. The Britiſh fleet were greatly damaged in their maſts and rigging, inſomuch that, had not the weather proved extremely eaſy, their maſts would moſtly have gone by the board.

The

* They acknowledged they had two hundred and fifty men killed, and ſix hundred and two wounded.

† Orme's *Hiſtory of the Wars in India*, Vol. II, page 331.

The behaviour of our officers and men in this action met with Admiral Pocock's highest approbation.

The French Admiral retired with his squadron to Pondicherry; but he entertained the strongest suspicions that, by Admiral Pocock's having kept to windward with the British fleet, it was with a design of falling suddenly upon his squadron, whilst he was busily employed in Pondicherry-road repairing the damages sustained in the last action, and that he would employ his fire-ships in this attack. So strongly was M. D'Aché prepossessed of this, that he anchored his squadron as close to the town, and as near the shore, as the draught of water would admit of; and there the fleet was under the protection of the fortifications that fronted the sea. The Council of Pondicherry seemed to have the same dread of an attack, for they recalled to their assistance a detachment of 600 Europeans, under M. Soupire, who was encamped at Gingee; M. D'Aché having declared, that as soon as his squadron was refitted, he was resolved to proceed with it to the Mauritius. Neither the remonstrances of the Count D'Estaing, who was sent on purpose by M. Lally to protest against the resolution of M. D'Aché, and who said that it would be attended with the worst consequences; and, in order to dissuade M. D'Aché from putting it in practice, he offered to embark any number of troops on board the squadron, and to accompany them himself, as a proof of his confidence of success, if the Count D'Aché, instead of retreating to the Mauritius, would sail, and venture another action with the British fleet: but all that could be urged could not induce him to change the plan he had adopted. M. Lally passed the river Coleroon with his army at Devecotah; this took him two days to perform, and he was obliged at the last to leave his artillery behind him: he arrived at Corrical on the 24th of July. M. Lally, who returned to Pondicherry the 28th of August, was much against this measure; and he summoned a sort of Council, composed of the Council appointed by the French East India Company, and some military officers, who joined with him in remonstrating to the Admiral on the resolution he had formed; and urged the necessity of his once more fighting the

British fleet, or, at least, continuing where he was while they remained on the coast of Coromandel. But all the Captains of the French fleet concurred with their Admiral, that the one was impracticable, and the other not adviseable. In order, however, to strengthen M. Lally's army as much as possible, M. D'Aché landed five hundred marines and sailors; and, having put his shattered squadron in the best condition he could, he, on the 3d of September, sailed for the Mauritius.

It being rather early in the season for their fleet to leave the coast, Admiral Pocock conjectured they might intend to cruize for some time. He therefore dispatched the *Queenborough*, as soon as he had advice of their departure, to cruize off the island of Ceylon, in hopes of hearing of them; but she returned without gaining any intelligence.

Admiral Pocock having advice of a French snow being at anchor in the road of Negapatnam, dispatched the *Queenborough* to cut her out; which service was performed on the 5th of August, within gunshot of the Dutch fort, which did not fire to protect her: but the Governor remonstrated afterwards. She was called the *Rubis*, of one hundred and fifty tons. She sailed from the Mauritius the 1st of July, and was bound to Pondicherry, loaded with shot and medicines †.

The squadron being at Negapatnam, received on board Major Caillaud with two hundred and fifty men from Trichinopoly, which they landed at Madras the 25th of September. In order to strengthen the garrison as much as possible, the Select Committee made application to the Admiral for a detachment of marines. He accordingly landed one Captain, one Lieutenant, and one hundred and three men of that corps, who proved of excellent service during the siege.

Admiral Pocock wished to have watered the fleet at Negapatnam; in this he was disappointed; for there the Dutch made
a pre-

† A few days afterwards, the *Haerlem*, a Dutch ship from Batavia, of five hundred tons, having thirty thousand dollars on board, anchored in the road of Pondicherry. This ship, the French Admiral immediately seized, by way of reprisal for the supposed connivance of the Governor of Negapatnam, in not protesting the *Rubis*, according to the right of a neutral port.

a pretence that they could not comply with his request, as their armament from Batavia required all the service of their *Massoola-boats* ||. The Admiral, therefore, resolved to do this at Ceylon, on his way to Bombay, and sailed from Madras on the 20th of August, and, on the 30th, arrived at Trincomalee, where common boats can ply to the shore. He stationed the squadron at the mouth of the harbour, and ordered the *Revenge* frigate to cruize off the *Friar's Hood*; who, the 2d of September, about ten in the morning, got sight of a fleet of ships to S. E. They soon after gave chase to the *Revenge*, and one of their headmost ships fired a shot at her; on which Admiral Pocock immediately put to sea with the squadron, and endeavoured all he could to come up with them, but could not get within cannon-shot of them at sun-set, and he soon after lost sight of them. It proved to be the French squadron on their way to the Mauritius. Having completed their water, the British squadron sailed for Bombay.

M. Lally was in the utmost distress for money; when, fortunately for him, on the 18th of October, a vessel arrived from Europe at Pondicherry, having on board money to the amount of one hundred thousand rupees, with which supply he resolved to commence his operations, although deprived of the assistance of the fleet, besides being at this time on the worst terms with the Council of Pondicherry and his principal officers, occasioned by his insufferable pride and arrogance. As soon, therefore, as certain intelligence was received of Admiral Pocock's having sailed for Bombay, M. Lally put his army in motion; and, that he might take the field with as many men as possible, he drew all the troops that could be spared from his different garrisons, and marched northward towards Arcot, of which he took possession, as well as of some other small places. He returned to Conjeveram, where he continued for some time, collecting ammunition and stores: and here he was joined by M. de Buffly, with about three hundred horse and four hundred foot, from Golconda. They now endeavoured to make themselves masters of Chengalaput, a place of the utmost consequence: but it was

fortunately preserved, by the timely arrival of some companies of Sepoys from Madras; and the possession of it proved no less beneficial to us, than detrimental to the French, during the siege of that place. The enemy, finding that they could not make themselves master of this fort by a coup-de-main, as was intended, and that to besiege it would require too much time; they therefore returned to Conjeveram.

M. Lally hearing of the arrival of Colonel Draper with part of his regiment, and apprehending that the remainder of it would soon follow, began his march for Madras, and sat down before that place with his army, on the 14th of December. All the out-posts were abandoned on the enemy's approach; and the British army being unable to make a stand against so great a force as M. Lally had with him, Colonels Lawrence and Draper retired into the town with the troops, where every thing was prepared to make a most obstinate defence. Isouf Cawn was ordered to march from Trichinopoly, with two thousand Sepoys, and some field pieces, to Chengalaput, to join Captain Preston, who commanded there; they proved of very great service, in harassing the enemy, and cutting off their convoys of stores and provisions. Major Caillaud was dispatched to the King of Tanjore, to prevail on him to afford the Company a body of horse to join Isouf Cawn. But the enemy being in possession of almost all the country round Madras, he could not prosecute his journey by land: he therefore, even in this tempestuous season, embarked in an open boat, landed at Tranquebar, and, as soon as the weather permitted, set out for Tanjore, which he reached about the middle of December.

The affairs of the British East India Company not being in the most prosperous condition, the Major met with a cool reception at that Court; and as the friends of his nation had been removed by the King, he found it a difficult matter to gain his point. However, he at last had the good fortune, to obtain a body of three hundred horse; and having got together as many Sepoys, he began his march for Chengalaput, which, although two hundred and fifty miles distant, he reached in eleven days. Here he left his corps, and hastened to
Mount

Mount St Thomas, where Captain Preston and Ifouf Cawn had taken post. With them he concerted such a plan of operations as might most effectually distress the enemy; and being furnished with money, the soul of an Indian army, he immediately returned to his troops. M. Lally took possession of the Black Town, when the troops stationed there retired into Madras; and as his men were fatigued with their march, or perhaps dispersed in plundering the town, Colonel Draper thought that a sally at that time, while unexpected by the enemy, would have the most happy effect. In this opinion he was seconded by Governor Pigot and Colonel Lawrence. Accordingly, Colonel Draper sallied forth with five hundred men, and two field-pieces. He at first met with great success; and, had the grenadiers of his regiment followed either his example or his orders, the enemy had still suffered more considerably than they did, and might perhaps have been compelled to raise the siege. But the Colonel, after having performed wonders, and losing near two hundred of his men, one half of which by their own imprudence were made prisoners, was obliged to retire. The loss sustained in killed, were Major Pollier, and Captains Hume and Billhook, together with about fifty men, and near as many wounded; besides upwards of one hundred made prisoners. Colonel Draper surprized the regiment of Lorraine, which he would have destroyed, had not a brigade of fresh troops come to their aid. He made prisoner the Count d'Estaing, a Brigadier-General, whom he sent into the fort before he retreated. On this occasion, the enemy had above four hundred men killed and wounded, among whom were thirty or forty officers. Governor Pigot declared, in order to animate the garrison, that he would distribute fifty thousand rupees among them, five days after the siege was raised, or the French beat off. This served greatly to animate the men. The Governor daily visited the works, and was extremely liberal to those whom he found deserving.

The enemy lost a considerable time before they opened their batteries; and when they did, they were frequently destroyed by the superior fire from the town.

During the siege, Governor Pigot received the agreeable news, that Colonel Forde had gained a compleat victory over the Marquis de Conflans, and the French forces under him near Vizagapatam, on which the garrison fired a feu-de-joye. M. Lally sent in a flag of truce, with a letter, complaining that shot were fired on his head quarters, and that if we persisted in it, he would burn the Black Town. Perhaps this extraordinary man is the first General that ever fixed his head-quarters within point-blank shot of the enemy's artillery.

The operations of the siege were greatly interrupted by the repeated attacks under Isouf Cawn, Major Caillaud, and Captain Preston, from Chengalaput and Mount St Thomas. In one of their excursions, they intercepted a convoy of the enemy's stores, consisting of tents for three thousand men; a large mortar which they spiked up, and burnt the bed; two guns which they also spiked up, and burnt the carriages; and some ammunition which they carried off, together with a considerable number of cattle going to the enemy's army before Madras. In short, their excursions were so desultory and rapid, that M. Lally said they resembled flies, being no sooner beat from one part, than they fixed on another. He sent several detachments to endeavour to disperse them. These had always been defeated. At last, perceiving how much this flying corps retarded his designs, and harassed his troops, he sent out a detachment of six hundred Europeans, fifteen hundred Sepoys, all his cavalry, and ten pieces of cannon under M. Soupire, in hopes of effectually crushing these troublesome partizans. But Major Caillaud and Captain Preston had posted their troops to such advantage at Mount St Thomas, that after a very brisk attack which lasted several hours, the enemy were obliged to return to camp, without being able to effect their design.

M. Lally, however, still persisted in the siege, and carried on his works close to the glacis, where he erected a battery, and began a mine, to open a way into the ditch: but it was sprung so injudiciously, that although it made a breach in the wall, the enemy could derive but little advantage from it. M. Lally,

Lally, as he gave out, had seized on the Dutch fort at Sadras, in order to prevent it from falling into our hands. Major Cailaud formed a design to surprize it in the night; but his guides deceiving him, he found that day would be broke before he could reach it; so that he was obliged to desist. On his return, he took a French courier bringing a letter from M. Lally to M. de Leyrit, the Governor of Pondicherry. Its contents are extraordinary; and as they exhibit a true picture of the man, and of the condition of the French army, we take the liberty to present the reader with a translation of this singular performance.

“ Camp before Madras, February 14th, 1759.

“ A good blow might be struck here. There is a ship in the road, of twenty guns, laden with all the riches of Madras, which it is said will remain there till the 20th. The Expedition is just arrived, but M. Gorlin is not a man to attack her; for she has made him run away once before. The Bristol, on the other hand, did but just make her appearance before St Thomas's; and on the vague report of thirteen ships coming from Porto Novo, she took fright; and after landing the provisions which she was laden, she would not stay, even to take on board twelve of her own guns which he had lent us for the siege.

“ If I was the judge of the point of honour of the Company's officers, I would break him like glass, as well as some others of them.

“ The Fidelle, or the Haerlem, or even the aforefaid Bristol with her twelve guns restored to her, would be sufficient to make themselves masters of the English ship, if they could manage so as to get to windward of her in the night. Maugendre and Tremillier are said to be good men; and, were they employed to transport two hundred wounded men, that we have here, their service would be of importance.

“ We remain still in the same position: the breach made these fifteen days, all the time within fifteen toises of the wall;

“ wall of the place, and never holding up our heads to look
“ at it.

“ I reckon we shall, on our arrival at Pondicherry, endeavour to learn some other trade ; for this of war, requires too
“ much patience.

“ Of fifteen hundred Sepoys, which attended our army, I
“ reckon near eight hundred are employed on the road to Pondicherry, laden with sugar, pepper, and other goods ; and
“ as for the Coulis, they are all employed for the same purpose, since the first day we came here.

“ I am this day taking my measures to set fire to the Black
“ Town, and blow up the powder-mills.

“ You will never imagine, that fifty French deserters, and
“ one hundred Swifs, are actually stopping the progress of
“ two thousand men of the King’s and Company’s troops,
“ which are still here existing, notwithstanding the exaggerated accounts that every one makes here, according to his own
“ fancy, of the slaughter that has been made of them ; and
“ you will be the still more surprized if I tell you, that, were
“ it not for the two skirmishes and four battles we sustained,
“ and for the batteries which failed, or, to speak more properly, which were unskilfully made, we should not have
“ lost fifty men from the commencement of the siege, till this
“ day.

“ I have wrote to M. de Larche, that if he persists in not
“ coming here, let who will raise money on the Polygars ;
“ for me, I will not do it ; and I renounce (as I informed you
“ a month ago I would do) meddling directly or indirectly,
“ with any thing whatever that may have relation to your Administration, whether civil or military. For I had rather go
“ and command the Caffres of Madagascar, than remain in this
“ Sodom ; which it is impossible but the fire of the English
“ must destroy, even though that from Heaven should not.
“ I have the honour to be, &c.

“ LALLY.

“ P. S. I think it necessary to apprize you, that as M. de
“ Sou-

“ Soupire has refused to take upon him the command of this
“ army, which I have offered to him, and which he is em-
“ powered to accept, by having received from the Court a du-
“ plicate of my commission, you must of necessity, together
“ with the Council, take it upon you. For my part, I un-
“ dertake only to bring it back either to Arcot or Sadras.
“ Send, therefore, your orders, or come yourself to command
“ it, for I shall quit it on my arrival there.”

The arrival of the Shaftesbury India ship in Madras road from Bombay, announced the long expected reinforcements to be near at hand ; and on the 16th of February 1759, Captain Kempenfelt, whom the Admiral had sent with two twenty gun ships, and six other vessels, on board of which were Major Monson with the remainder of Draper's regiment, and some more troops and stores, arrived very opportunely to save the Black Town. The moment that M. Lally perceived them, he made every thing ready to raise the siege, and, by dawn of day on the 17th, he was nearly out of sight. He left behind him near forty pieces of battering cannon, almost every one of which had been disabled during the siege, and a large quantity of ammunition and stores. Captain Kempenfelt immediately landed the troops, who instantly joined the garrison in pursuit of the French army.

Thus was preserved, by a resolute and manly defence, the city of Madras, after a siege of upwards of nine weeks. Great praise was due to the officers and men, particularly to Mr Pigot the Governor, to Colonels Lawrence and Draper, and to Major Brereton, for their unwearied zeal, bravery, and good conduct. The promised reward of fifty thousand rupees was immediately issued on the French going off ; two thirds whereof were distributed among the Europeans, and one third among the Sepoys and Lascars of the garrison. M. Lally was in the utmost transports of rage and despair. From the force he had brought out with him, and the few troops we had to oppose to it, he had boasted, that he would breakfast at Fort St David, dine at Madras, and sup at Bengal. He now, how-
ever,

ever, found himself so ill supported, both by those in power, and by his troops, whose esteem his temper was ill calculated to retain, that he retired with his army, resolved to quit the command of it. His letter to M. de Leyrit, bears strong marks of the agitations of a mind, mortified and enraged at the unexpected defence of Madras, which blasted all his hopes of being able to drive the British from Indostan. In his retreat his passions seem entirely to have got the better of him; for he left such marks of his savage and brutal disposition on his route, as will for ever disgrace his name as a soldier, an officer, or a gentleman. It is hardly possible to express, how much merit accrued to Major Caillaud, Captain Preston, and Isouf Cawn, from this important siege; as, by their indefatigable assiduity and alertness, M. Lally's schemes were in a great measure frustrated.

WEST INDIES.—*Leeward Island Station.*

THE squadron in these seas, continued under the command of Commodore Moore, (See Note 119.) he sent Captain Tyrrell on a cruize with the Buckingham and Cambridge; and the Captain receiving intelligence, that some of the enemy's privateers were at an anchor in the Grand Ance bay, in the island of Martinico, he immediately went in quest of them. On his appearance, the vessels drew close to the shore under cover of a battery; which, after a severe cannonade, he demolished: destroyed three privateers, and took a fourth. The village close by, was a strong temptation to sailors, flushed with victory, to attack and plunder; and they warmly solicited Captain Tyrrell's leave to march against it. His reply to this request, does him more honour than the most splendid conquest. "Gentlemen,—It is beneath us to render a number of poor people miserable, by destroying their habitations and little conveniencies of life: brave Englishmen scorn to distress even their enemies, when not in arms against them." The honest tars, sensible of their worthy leader's observations,

acquiesced in his sentiments of humanity. In this attack, the Buckingham had three guns dismounted, one man killed, and two wounded : the Cambridge had one man killed, and seven wounded. During the same cruise, he took a schooner privateer, and chased a large privateer ashore : before his boats could get on board the latter, the crew quitted her, and set her on fire.

In November, Captain Tyrrell in the Buckingham, was ordered to cruise off St Eustatia, to intercept a fleet ready to sail from thence, laden with provisions for the French islands. They were to be escorted to Martinico by the Florissant, of seventy-four guns, and seven hundred men ; the Aigrette, of thirty-eight guns, and three hundred and fifty men ; and the Atalante, of twenty-eight guns, and two hundred and fifty men. On the 3d of that month, he gave chase to a sail, which proved to be his Majesty's sloop the Weazle. Captain Tyrrell ordered Captain Boles on board to receive orders. While these were writing out, a fleet of nineteen sail being discovered W. S. W., Captain Tyrrell immediately gave chase. At two o'clock he discovered them to be the French men of war and their convoy. At half an hour after two, the Weazle got very close to them, when one of the frigates fired a broadside at her ; on which Captain Tyrrell made the signal for the sloop to come off. He hailed her Lieutenant, and ordered him not to go near any of the ships of war, as the smallest of them was greatly superior to the Weazle. Captain Tyrrell gave directions to Captain Boles to superintend the lower-gun deck of the Buckingham. The fire of the two frigates was very troublesome to Captain Tyrrell, as he was bearing down on the Florissant ; but getting his broadside to bear on them, they received so much damage from his fire, that both kept out of gun-shot during the remainder of the action. He now got up with the Florissant, when a very close engagement commenced. The enemy having cut the Buckingham's rigging, endeavoured to get off ; but Captain Tyrrell setting all the sail he was able, pursued her, and, having once more got close along-side of her, the action was renewed with double fury. At this time, Captain Tyrrell was wounded in the hand and face, which obliged

obliged him to quit the deck for a little time, leaving the command to Mr Marshall his first Lieutenant, who was soon after killed. The second Lieutenant then came upon deck, and fought the ship, till Captain Tyrrell, having got his wounds dressed, resumed the command. Night being now coming on, and the enemy's fire greatly slackened; they hauled down their colours, and at the same time fired about half a broadside; when, unluckily some of the shot happening to shatter the Buckingham's tiller to pieces; and all the rigging being gone, the ship was under no command. The enemy perceiving that some disaster had happened on board the Buckingham, set what sails they had left; and with the help of their frigates, got off, having lost upwards of two hundred men. On board the Buckingham, seven men were killed, fifteen wounded dangerously, and thirty-one slightly.

The Woolwich took the Marshal de Broglio, from Brest for Cape François, laden with warlike stores, provisions, &c. esteemed a very valuable prize.

The Weazle sloop took a Dutch ship of four hundred tons, laden with flour, wine, soap, and candles; the Captain of which produced Dutch papers: but suspicions arising that she was French property, diligent search was made, when, behind the wainscoting of the cabin, the French papers were found, which condemned the prize.

The Oliver Cromwell privateer, of St Christopher's, took a Dutch ship of near four hundred tons burden, laden with warlike stores for the French islands. She had a pretended clearance from Amsterdam, and would have been released, had not one of the crew been prevailed upon, by means of a large sum of money, to make a discovery of her real destination; when letters and papers were found concealed in the buoy, which condemned the cargo.

WEST INDIES.—*Jamaica Station.*

THE Squadron on this station continued to be commanded by Admiral Cotes. (See Note 120.)

During this year, there happened but few events on this station worth relating. Admiral Cotes disposed of his Squadron to so much advantage, that the enemy's trade was in a great measure annihilated; many of their privateers taken; and our own trade extremely well protected. On the 1st of September, the Assistance (then commanded by Captain David Edwards) and the Dreadnought, being on a cruize, and having received intelligence of the Palmier, a French ship of war, of seventy-four guns, being in these seas, they went directly in quest of her, and gave chase to her off Port-au-Prince. The Dreadnought got up with her about four o'clock next morning, and began to engage her very closely. Unfortunately, the Assistance was becalmed, and could not get up to second Captain Suckling's bravery; when the enemy, having disabled the Dreadnought's rigging, set all their sail, and made off. As soon as the breeze set in, both ships went again in quest of the enemy; but the Palmier had now got so far ahead, that she effected her escape. The Dreadnought had eight men killed, and seven wounded; her masts and rigging much damaged. A few days before our ships fell in with the Palmier, she had taken his Majesty's sloop the Stork.

This squadron captured upwards of forty Dutch ships, either employed in carrying out stores and provisions to the French colonies, or returning to Europe laden with their sugars, coffee, cotton and indigo: most of which were declared legal prizes by our Courts of Admiralty. And they likewise took a great many from the French, some of which were of considerable value.

The Thurloe privateer, of St Christopher's, of fourteen guns, and eighty-four men, commanded by Captain Mantle, took the Deux Amis privateer, of Port Louis, of ten guns, and ninety-eight men, off Cape Tiberoon, on the 15th of January. The enemy bore down upon the Thurloe, who was prepared to receive her. After a few broadsides, they endeavoured to make off; upon which the Thurloe gave chase, and soon after got along-side of the enemy, who, seeing no possibility of escaping, resolutely boarded the Thurloe on her bow. A most desperate
and

and bloody engagement then commenced, which lasted near three hours, with pistols, swords hand-grenades, powder-flasks, and stink-pots; at last the enemy surrendered, when they had only ten men fit for duty. The *Thurloe* had ten men killed, and twenty-five wounded. They expended in the action, three hundred powder-flasks, seventy-two stink-pots, and eleven rounds of great guns and small arms.

NORTH AMERICA.

THE want of success in the last campaign, had raised a great clamour against the commander in chief, particularly the Earl of Loudoun; whose measures, though well intended for the service of his country, had unfortunately raised him a number of enemies, both in England and in America: he was therefore recalled, and the command of the land forces conferred on Major-General James Abercrombie. The plan of operations laid down by Lord Loudoun, were formed with too much judgment to be laid aside. As he had been extremely active in collecting materials, and taking every step in his power to open the campaign with vigour, whenever the season would permit; the Ministry determined to avail themselves of the preparations he had made, and once more to make an attempt on *Louisburg*; and, that no succours might be thrown into the place, Rear-Admiral Sir Charles Hardy was dispatched in the *Captain* man of war, very early in the Spring, to take the command of the squadron which had wintered at *Halifax*; with orders to repair off *Louisburg*, and use his utmost endeavours to prevent the garrison from receiving supplies from Europe.

The frequent thick fogs, however, and hard gales of wind on the coast at this season of the year, were extremely favourable to the enemy; for notwithstanding that Sir Charles Hardy repaired off *Louisburg* the moment the season would permit, the French were so fortunate as to steal out of *Brest* with a strong squadron under the command of M. de Chaffaut, accompanied with some troops and supplies of every kind, with which they got

got into Louisburg unperceived; but not finding there the naval force he expected in that port, and in dread every minute of being blocked up, he hastened his departure for Quebec; (See the last part of Note 137.) Foreseeing what must be the fate of Louisburg, he wished to take the whole of his squadron along with him; but, on the remonstrances of M. Drucour the Governor, he was prevailed on to leave six sail of the line and some frigates under M. de Beauffier, to assist in the defence of the place; and with the remainder of his squadron to sail for the river St Lawrence. Sir Charles Hardy had, however, the good fortune to intercept the Foudroyant, being the annual ship from France to Quebec, of seven hundred tons burden, mounting twenty-two guns, and having on board an immense quantity of gun-powder, small arms, cloathing, and dry goods to a very great amount *. Captain Boyle of the Boreas, took, after a short action, the Diana, a French ship of war, of thirty-six guns. Commodore Durell arrived very early in the season at Halifax, having been dispatched from England, to expedite the military operations there, and to have every thing ready to embark the army, by the time that Admiral Boscawen, who was now appointed Commander in Chief of the fleet in North America, should arrive.

The Admiral sailed from Spithead, the 18th of February. The Invincible of seventy-four guns, one of his fleet, commanded by Captain Bentley, esteemed the finest of her rate in England, was unfortunately lost: this accident was occasioned by her missing stays, and running on a sand-bank to the eastward of St Helen's: her men, guns, and stores were saved; but every attempt to save the ship proved ineffectual. The Dublin, of the same force, was immediately dispatched after Admiral Boscawen, to supply the place of the Invincible; on board of which ship, embarked Major-General Amherst, who, on the recal of the Earl of Loudoun, was appointed by his Majesty to the

* This ship stood a short action with the Admiral's ship. The weather being stormy, the Captain could not open her lower ports; when the enemy, taking her for a frigate, were some time before they were convinced of their mistake.

the command of the land-forces destined to besiege Louisburg*. (See Note 121.) The forty-third regiment protected the back settlements of Nova Scotia; and detachments from different regiments, amounting to eight hundred men, were left in garrison at Halifax, under the command of Major Morris of the thirty-fifth regiment.

On the 28th of May, the Dublin met Admiral Boscawen coming out of Halifax with his fleet. General Amherst went immediately on board the *Namur*, when the command of the army was delivered up to him. The Dublin, being very sickly, proceeded

* The following anecdote was related about this time, and averred to be a fact. On the 12th of February, a person, accompanied by a messenger from the Admiralty, arrived express at Portsmouth, and was immediately introduced to Admiral Boscawen; concerning whom, the following particulars transpired. He had for some time been master of an English vessel, trading from port to port in North America, particularly in the river St Lawrence; but being taken prisoner by the enemy, he was detained near three years, by order of M. de Montcalm, who, on account of his extensive knowledge of the coast, and more particularly of the strength and soundings of Quebec and Louisburg, would not permit him to be exchanged. A resolution was taken to send him to Old France in the first packet-boat, there to be confined till the end of the war. He was accordingly embarked, and was the only English subject on board of this vessel. During the voyage he was admitted into the cabin, where he one day took notice, that they bundled up the packet, and put it into a canvas bag that it might be ready to be thrown overboard upon any appearance of danger. Being constrained to put into Vigo, to get some provisions, as also, to gain intelligence of the British in these seas, they here found British men of war. The prisoner thought this a proper time for putting the following scheme in execution. One night seizing the opportunity of all, except the watch on deck, being found asleep, he took the packet out of the bag; and having fixed it in his mouth, he silently let himself down into the bay, and, to prevent noise by swimming, floated on his back into the wake of the British ships; where, laying hold of a hawser, he called for assistance, and was immediately taken on board with the packet. The Captain examined him; treated him with the greatest civility; gave him a suit of his own clothes; transcribed the packet, which was said to be of the greatest importance in regard to our success in North America; and then sent him post over-land to Lisbon with a copy of the French dispatches, from whence he was brought to Falmouth in a sloop of war, and immediately set out for London. Upon his arrival in town, he was examined by the proper persons in Administration, and suitably rewarded. By his own desire, he was immediately sent to Portsmouth, to go on board the Admiral's own ship upon the expedition to North America.

proceeded to Halifax; and, in her, the General sent the Honourable Colonel Monckton, to take the command of the forces there. The fleet, amounting to one hundred and fifty-seven sail, made for Gabarus-bay, where the general rendezvous was ordered. For some days the weather continued fine; and the fleet keeping well together, the general took this opportunity to issue some orders relative to the disembarking of the troops, and making good their landing on the island of Cape Breton. The weather soon after becoming tempestuous, the fleet dispersed; so that it was the 2d of June before Admiral Boscawen, with the greatest part of the fleet, reached the rendezvous.

Major-General Amherst, with Brigadier-Generals Lawrence and Wolfe, went immediately to reconnoitre the coast, and the enemy's position. They found the French extremely well prepared to receive them, having a chain of posts from Cape Noir to the Flat-point, and irregulars from thence to the bottom of the bay. At every place where there appeared a possibility of a descent being made, batteries of cannon and mortars were erected, and entrenchments thrown up to defend them. But what the Generals found would be a great hinderance to their first operations, was the violence of the surf, which was so great at this time, that it was impossible for any boats to land.

Notwithstanding the formidable appearance of the enemy's defences, the General resolved, from the observations he had been able to make, to order the troops into the boats early next morning, in hopes that, before that time, more transports would arrive, and the violence of the surf abate. The General's disposition for the descent was, to form the troops into three divisions, and in order to distract the enemy's attention as much as possible, to shew as if they meant to land at three different places at the same time. The divisions on the right and centre were only meant as feints, while that on the left was meant as the real attack. Unfortunately the wind increased during the night, which rendered all landing impracticable. That the first favourable minute, however, might be embraced, the General several times caused the troops to be put into the boats between this and the 8th, but was as often compelled, from the violence

of the surf, to order them on board the ships again. During this interval, the enemy were extremely busy in adding to their works, in throwing shells, and cannonading the ships if they approached the shore.

In order to divert the enemy's attention from the intended place of descent, the General ordered the twenty-eighth regiment (who were on board of sloops), to sail, under convoy, by the mouth of the harbour, to Lorembec; and at the same time sent a proportion of artillery, destined for the Light-House point, with orders to make every possible shew of landing there. On the 8th the army were all in the boats. The division on the left, under Brigadier-General Wolfe, consisted of the four oldest companies of grenadiers, followed by the light infantry and companies of rangers, supported by the Highland regiment, and these by the remaining companies of grenadiers. The centre division, under Brigadier-General Lawrence, was composed of the fifteenth, twenty-second, thirty-fifth, forty-fifth, regiments, and second battalion of Royal Americans; and were ordered to make a shew of landing at the Fresh-Water Cove. The division on the right, under Brigadier-General Whitmore, was composed of the second battalion of the Royal regiment, the seventeenth, forty-seventh, forty-eighth, fifty-eighth regiments, and third battalion of Royal Americans; and were ordered to row towards the White-point, as if intending to force a landing there.

Commodore Durell having explored the coast, by order of Admiral Boscawen, gave it as his opinion, that the troops might land in the bay on the left, without any damage from the surf, under cover of the frigates. Accordingly, the Kennington and Halifax were ranged on the left; the Diana, Gramont, and Shannon in the centre; and the Sutherland and Squirrel on the right. As soon as the covering ships were stationed, they began a warm cannonade on the enemy's works; which having continued about a quarter of an hour, the division under General Wolfe began to row, in extreme good order, for the shore. The enemy did not throw away a single shot, but waited till the troops approached the land; when, pouring upon them the
whole

whole fire of their cannon and musquetry, almost every shot took place. The surf aided their efforts; but the calmness and intrepidity of Brigadier-General Wolfe got the better of all obstacles. The men jumped into the water, and hastened to the shore. He formed them upon the beach: when they instantly attacked the enemy with such impetuosity with fixed bayonets, as to drive them from their posts in great confusion. The surf was so violent, that several boats were overset, and others dashed in pieces; by which many men were drowned, and almost all the ammunition damaged.

When General Wolfe had thus made good the landing, the centre division moved towards the left, and the right followed the centre. The boats returned to the transports with great dispatch; and, before night, all the troops were landed. Scarce was this done, when the wind rose so high, and the surf increased so much, that all communication with the fleet was cut off. The enemy, in their flight, left behind them three twenty-four pounders, seven nine-pounders, and seven six pounders, two mortars, and fourteen swivels, which they had placed along shore, to prevent our landing. The weather continued so tempestuous for some days, that nothing could be got on shore to commence the operations of the siege.

On the 12th, the General having received intelligence, that the enemy had destroyed the grand battery, and called in their out-posts, detached Brigadier-General Wolfe, with twelve hundred men, round the N. E. harbour, to the Light-house point. Here he took post, and soon after erected batteries, which played with great success on the Island battery and the shipping, and greatly facilitated the operations before the town.

From the extreme badness of the weather, the siege at first went on very slowly; so that it was the 13th, before the General could break ground before the place; when the enemy made a sally on the workmen, but were instantly drove back. The ground being rough in some places, and swampy in others, occasioned an infinite deal of labour and fatigue to the troops; and the enemy's ships in the harbour keeping up an incessant fire on them while at work, it was the 19th in the evening,

before a battery could be opened ; at which time the enemy fired very briskly. By the 25th, the Island battery was silenced ; its own fire had greatly contributed to its ruin : so that General Wolfe found it only necessary to leave a detachment of artillery at the Light-house-point, in order to keep the Island battery in ruins. He returned with a great part of his corps to the camp before the town, and formed an attack on the west gate, where he made most rapid advances, and erected some batteries that played with great success on the town and shipping. And the Admiral, ever ready to promote the public service, landed his marines, which were formed into a battalion, and joined the army before the town.

On the 28th, the enemy sunk a ship of the line and two frigates across the mouth of the harbour, to hinder the British fleet from entering it.

On the 9th of July, they made a sortie at night ; and, though drunk, surprized a post, but were presently beat back with loss. In this skirmish the Earl of Dundonald was killed, and some grenadiers made prisoners.

The army underwent great fatigues in carrying on the approaches, which were now considerably advanced, when a lucky accident happened, that gave them considerable relief, and greatly distressed the enemy. On the 21st, the *Entrepreant* of seventy-four guns took fire, from some powder blowing up on board of her. The explosion was great, and soon caught the sails of two more ships. They all burnt with great fury, our batteries playing on them the whole time, which contributed very much towards their destruction. This was an irreparable loss to the enemy. Next day more batteries opened ; and the approaches were advancing fast to the covered-way. The fire from the enemy's only two remaining ships gave them some trouble ; but the Admiral, who had along done every thing in his power to second the operations of the siege, resolved to remove this inconvenience. In the night of the 25th of July, he sent into the harbour six hundred sailors, under the command of Captains Laforey and Balfour, to take or burn the before-mentioned ships. This they gallantly
and

and successfully executed, in spite of the fire from the ships, the Island battery, Point Rochefort, and the town.

Captain (the late Rear-Admiral Sir John) Laforey boarded the *Prudent* of seventy-four guns, and carried her; but she being aground, he could not bring her off; on which he set her on fire. Captain Balfour attacked the *Bienfaisant* of sixty-four guns, took her, and towed her into the N. E. harbour.

This stroke was conclusive; for the Admiral, going ashore, informed General Amherst, that he would send six ships of the line next day into the harbour. But at that moment the General received a letter from the Governor, desiring to capitulate on honourable terms. To which General Amherst returned the following answer:—

“ IN answer to the proposal I just now had the honour to
 “ receive from your Excellency, by the *Sieur Lopinot*, I have
 “ only to tell your Excellency, that it hath been determined
 “ by his Excellency Admiral Boscawen and me, that his ships
 “ shall go in to-morrow to make a general assault upon the
 “ town. Your Excellency knows very well the situation of
 “ the army and fleet; and as his Excellency the Admiral, as
 “ well as I, is very desirous to prevent the effusion of human
 “ blood, we give your Excellency one hour, after this, to de-
 “ termine to capitulate as prisoners of war, or to take upon
 “ you all the bad consequences of a defence against this fleet
 “ and army. And I have the honour to be, &c.

“ *JEFF. AMHERST.*”

The Governor, soon after, returned the following answer to General Amherst:

“ To answer your Excellency in as few words as possible, I
 “ have the honour to repeat to you, that my resolution is still
 “ the same, and that I will suffer the consequences, and sus-
 “ tain the attack you speak of. And I have the honour to
 “ be, &c.”

“ *LE CHEV. DE DRUCOUR.*”

Not long after the delivery of this epistle, however, the Governor altered his opinion. Having duly considered of Admiral Boscawen's intention of sending in some of his fleet to batter the town; that the defences of the place on the land-side were in a most ruinous condition; that all the French ships of war were either taken or destroyed; and that any opposition he could make, would not be sufficient to prevent the British ships from entering the harbour; and perceiving, at the same time, that General Amherst was preparing to attack the covered-way, he did not chuse to risk the consequences of a general assault. Towards evening, therefore, the *Sieur Lopinot* returned; and a capitulation was agreed on, by which the garrison were made prisoners of war, (See Note 122.)

On this glorious event, Admiral Boscawen wrote the following letter to Mr Cleveland, Secretary to the Board of Admiralty.

"SIR, "*Namur, Gabreufe-bay, July 27th, 1758.*

"I will not trouble you with a particular detail of the landing and siege; but cannot help mentioning a particular gallant action, in the night between the 25th and 26th instant. The boats of the Squadron were in two divisions, commanded by the Captains Laforey and Balfour, to endeavour either to take or burn the *Prudent* of seventy-four guns, and the *Bienfaissant* of sixty-four, the only remaining ships in the harbour; in which they succeeded so well, as to burn the former, she being aground, and take the latter and tow her into the N. E. harbour, notwithstanding they were exposed to the cannon and musketry of the Island battery, Point Rochefort, and the Town, being favoured with a dark night. Our loss was inconsiderable; seven men killed, and nine wounded.

"I have given the command of the *Bienfaissant* to Captain Balfour, and the *Echo* frigate to Captain Laforey. Mr Affleck and Mr Bickerton, Lieutenants, who boarded the *Bienfaissant*,

“ enfaillant, succeed these gentlemen in the *Ætna* fire-ship, and
“ Hunter sloop.

“ I have only farther to assure his Majesty, that all the
“ troops and officers, both sea and land, have supported the
“ fatigues of this siege with firmness and alacrity. And I
“ am,” &c.

The Admiral dispatched the honourable Captain Edgecumbe with his letters on this occasion; and the General sent his brother and Aid-du-camp, Captain William Amherst, with his. They met with a most gracious reception from the King, at whose feet they laid the enemy's colours, belonging to the French regiments surrendered at Louisburg. His Majesty was pleased to order five hundred pounds to be given to each of these gentlemen, and the colours to be lodged in the Cathedral Church of St Paul's. They were accordingly carried with great military pomp from the palace of Kensington into the city, and hung up in that church, in honour of this conquest.

Immediately after the surrender of Louisburg, Admiral Boscawen detached Sir Charles Hardy with seven sail of the line, to the gulph of St Lawrence, to destroy the French settlements at Miramichi, Gaspeé, &c. He was accompanied by Brigadier-General Wolfe, with three battalions of land forces, and some artillery. Sir Charles Hardy had orders to endeavour to intercept the French squadron, expected every day from Quebec. Having completely performed the service they were ordered on, Sir Charles Hardy and the General returned with the squadron and troops to Louisburg. Some ships were sent to the island of St John's, in the gulph of St Lawrence, and a detachment of troops under Lieutenant-Colonel Lord Rollo, to see the capitulation complied with, and to garrison that place.

General Amherst, as soon as he heard of General Abercrombie's repulse at Ticonderago, embarked with six battalions; and under convoy of the Captain man of war, proceeded to Boston; when he disembarked his troops, and marched through the woods to the General's camp at Lake George.

Admiral Boscawen, having settled all the necessary matters at Louisburg, sailed for England with a part of the squadron, leaving Rear-Admiral Durell with the remainder to winter in America; with orders, to enter the river St Lawrence, as early as possible next spring, to prevent any supplies from being thrown into Quebec. Part of Admiral Boscawen's squadron being separated from him on the passage, there remained in company, on the 27th of October, only the *Namur*, *Royal William*, *Somerfet*, and *Bienfaisant*, of the line of battle; with the *Boreas*, *Trent*, and *Echo* frigates, and two fire-ships. The *Bienfaisant* was provided but with a few rounds of powder, so that only the three first mentioned ships could come into action. On that day, the Admiral being in the channel soundings, fell in with the French squadron from Quebec, under the command of M. de Chaffaut, consisting of five ships of the line of battle*, one frigate, and the *Carnarvon* British East India ship, which they had taken the day before. The enemy being on the contrary tack, passed the English squadron very near to leeward, and discharged their broadsides in passing, which were returned by some of the ships; but the wind blowing hard, the motion of the ships, most of whom could not open their lower ports, rendered this short action of little effect.

Admiral Boscawen, who was not in the least intimidated at the apparent superiority of the French squadron, immediately changed his course, and stood after them. The night was very tempestuous; but next morning, the enemy were again discovered, and then consisted of only four ships of the line and a frigate, one of them having lost company. The Admiral had also the misfortune to lose sight of all his frigates. The chase, however, was renewed with the greatest ardour; and, although the squadrons were very near each other, the Admiral had the mortification to find that his ships did not gain ground on the enemy, who fled with all the sail they could carry.

* The *Tonnant* of eighty, *Intrepide* and *Hero* of seventy-four, *Prothée* and *Belliqueux* of sixty-four guns.

carry. However, the East India ship was retaken. One of the French line of battle ships, having received some damage, separated from the others the night following; which was the cause of her capture, a few days afterwards, in the Bristol channel*. The Admiral, after using every effort in vain to overtake the enemy, arrived at Spithead on the 1st of November.

The conquest of Cape Breton was not more advantageous to the nation, than it was glorious to the commanders; to whom the House of Commons unanimously resolved to give their thanks†. This resolution was transmitted by a letter from the Speaker to Major-General Amherst; and, as Admiral Boscawen was a member of that House, on the 12th of December the Speaker addressed him as he stood in his place, in the following words:

“ Admiral Boscawen,—The House have unanimously resolved, that their thanks should be given to you, for the service you have done your King and country in North America; and it is my duty to convey their thanks to you.

“ I wish it could be in a manner suitable to the occasion, and as they ought to be given you, now standing in your place as a member of this House.

“ But were I able to enumerate and set forth, in the best manner, the great and extensive advantages accruing to this nation from the conquest of Louisburg, with the islands of Cape Breton and St John; I could only exhibit what has already been, and is the genuine and uniform language of every part of the kingdom.

“ Their joy, too, has been equal to their sentiments on this interesting event: and in their sentiments and joy they have carried their gratitude also to you, Sir, as a principal instrument in these most important acquisitions.

“ You are now, therefore, receiving the acknowledgements of the people, only in a more solemn way, by the voice, the
“ general

* The *Belliqueux* of sixty-four guns, taken by the *Antelope* of fifty, off *Ilfracombe*.

† December 6th, 1758.

“ general voice of their representatives in Parliament—the most
 “ honourable fame that any man can arrive at, in this, or any
 “ other country. It is, on these occasions, a national honour,
 “ from a free people; ever cautiously to be conferred, in order
 “ to be the more esteemed, to be the greater reward; and which
 “ ought to be reserved for the most signal services to the state,
 “ and the most approved merit in them; such as this House has
 “ actually, and very lately, made their objects of public thanks.

“ The use, I am persuaded, you will make of this just testi-
 “ mony, and high reward of your services and merit, will be,
 “ the preserving in your own mind, a lasting impresson of
 “ what the Commons of Great Britain are now tendering to
 “ you, and in a constant continuance of the zeal and ardour
 “ for the glory of your king and country, which have made you
 “ deserve it.

“ In obedience to the commands of the House, I do, with
 “ great pleasure to myself, give you the thanks of the House,
 “ for the service you have done to your king and country in
 “ North America.”

Upon which, Admiral Boscawen said,

“ Mr Speaker,—I am happy in having being able to do my
 “ duty; but have not words to express my sense of the distin-
 “ guishing reward that has been conferred on me by this House;
 “ nor can I enough thank you, Sir, for the polite and elegant
 “ manner, in which you have been pleased to convey to me the
 “ resolution of the House.” *

The taking of Louisburg in the manner now described, was a severe blow to the enemy. Besides the loss of the place itself, that of six men of war of the line and four frigates, was alone an object worth sending an armament against it; and such a stroke given to the French marine, was of the greatest importance, and severely felt. To the British colonies, the conquest of Louisburg was of the highest importance, as from this place, multitudes of privateers had sallied out, and had in a great measure destroyed not only the coasting intercourse of the colonies

* Votes of the House of Commons, December 12th, 1758.

lonies with each other, but even that of the mother country with them. To the French themselves, the loss was beyond description great, it being in a manner a key to all their northern colonies, as it was almost the only harbour they had in North America, that could admit of their ships of war, and thereby afford protection to their fisheries. This, with the destroying of Miramichi, Gaspée, &c. in the gulph of St Lawrence, and the British being in possession of the island of St John's, put an end to their fishery; a branch of trade, formerly extremely beneficial to them, and in which they employed a great many ships annually. Great Britain can never pay too much attention to her fisheries in this and other parts of the world. A market ought carefully to be sought for, and every encouragement held out to the merchants, to give a preference to the fish sold by British subjects. We ought always to have in remembrance also, that this trade is one of the best nurseries for seamen; a circumstance alone, if no other advantage attended it, of sufficient importance to a country, whose consequence, its rank, and even its existence as a state, depend entirely on the flourishing condition of its navy.

AFRICA.

THE project of attacking the French settlements on the coast of Africa, was first suggested by Mr Thomas Cumming, a Quaker. He had made several voyages to Portenderrick, in the neighbourhood of the French settlements at Senegal, where he contracted a personal acquaintance with the Moorish King of Legibelli. This Prince, from some insult or neglect received from the French Governor at Senegal, was extremely exasperated against the French nation, and assured Mr Cumming, he was extremely well disposed towards the subjects of Great Britain, and would assist, with all his power, any armament their King should think proper to send against Gorée and Senegal. In case of success, he promised to grant an exclusive trade to the subjects of his Britannic Majesty. Mr Cumming, being a sensible

sensible intelligent man, considered this proposal well; procured the best information relative to the state of the French factories; and, learning that hostilities were commenced between Great Britain and France, he formed a plan for reducing them, with which he repaired to London, and communicated it to the then Administration. This plan was laid before the Board of Trade, where Mr Cumming was very strictly examined; and he gave such satisfactory and minute details of the French settlements, their situation, strength and commerce, that the Board approved much of the design.

After such high approbation, Mr Cumming thought that his designs would be put in immediate practice. But this patriotic quaker had still many mortifications and disappointments to encounter, before he could bring this about: nor could he ever fully accomplish it, as the Ministry starved his plan, by striking off one large ship from his requisition; and in lieu of six hundred land forces, which he required, the Lords of the Admiralty allotted only two hundred marines for this service; a measure they had reason to repent of afterwards.

At length, and after repeated applications, in the year 1757, he obtained an order, that the two annual ships bound to the coast of Guinea, should be joined by a sloop and two buffes; and that they should make an attempt on the French settlement in the river Senegal. This armament was detained so long in England by contrary winds, that the season was too far advanced to admit of any chance of success. The Ministry therefore countermanded what they had very unwillingly granted. Mr Cumming would have had all his toils and solicitations to have gone through again, if a change of Administration had not taken place. But Mr Pitt, perceiving Mr Cumming's plan to be fraught with the most beneficial consequences to the nation, and it being now powerfully seconded by Mr Samuel Touchet, a considerable merchant in the city of London, to whom Mr Cumming had communicated the scheme; the enterprize was once more adopted, and resolved to be put in execution.

The Squadron allotted for this service, was commanded by
Captain

Captain Henry Marfh, and confifted of one fhip of the line, one of fifty guns, a frigate, a floop, two buffes, (See Note 124.) and fome fmall armed veffels hired by Government, that carried from four to eight guns, which were manned and officered from the fquadron. The land forces confifted of two hundred marines, under the command of Major Mafon; a detachment of artillery, commanded by Captain Walker; ten pieces of cannon, eight mortars, and a confiderable quantity of warlike ftores and ammunition. Mr Cumming, the chief promoter of this expedition, went on board the fquadron, which failed from Plymouth March 9th 1758.

In their paffage, they touched at the ifland of Teneriffe, where, while the fhips were fupplying themfelves with wine and water, Mr Cumming, in the Swan floop, proceeded to Portenderrick, being charged with a letter of credence to his old friend the King of Legibelli. Unfortunately, his Majefty was at this time a confiderable way up the country, carrying on a war againft a neighbouring Prince. The Queen Dowager, who remained at Portenderrick, gave Mr Cumming to underftand, that fhe could not at prefent fpare any troops to join the Britifh forces going againft Senegal: but one of the chief men of the coaft difpatched a meffenger to inform the King of their arrival on the coaft, and their defign. This man declared, that he would with all poffible hafte raife a body of three hundred foldiers to join the Britifh, and affured Mr Cumming, that the King would fend a detachment from his army to fecond their efforts againft the French. Juft at this time, Captain Marfh and the fquadron arrived; and being apprehenfive that the enemy might gain intelligence of his defign, and take precautions accordingly, he refolved not to wait for the Moorifh auxiliaries, but to proceed immediately to Senegal.

On the 22d of April, he weighed from Portenderrick, and next day got off the mouth of the river Senegal, when he perceived the French flag flying on Fort Louis, which is fituated on an ifland in the midft of the river, about twelve miles above the bar. Here the Commodore made prize of a Dutch fhip richly laden with gum, and came to an anchor with the fleet.

The

The enemy having got notice of the Commodore's intentions, had armed a brig and six sloops with cannon, and posted them behind the bar, to defend the entrance of the channel. These gave some annoyance to the boats in sounding. While this service was performing, the troops, artillery, tents, stores, and ammunition, were put on board the small craft, to be ready to proceed as soon as the channel was discovered. This being accomplished, the Swallow sloop, the two buffes, and armed vessels, got under weigh on the 29th; and the wind, which generally blows down the river, chopping about, our vessels led with a flowing sail. Fortunately, the Swallow sloop and Portsmouth buff, with most of the small armed vessels, got safe across the bar, and immediately made towards the enemy's ships; who at first seemed resolved to wait for them, but, on their nearer approach, fled under the guns of the fort. The London buff and some vessels with troops, all the tents, and some artillery, were unfortunately wrecked in crossing the bar.— Luckily no lives were lost: the soldiers made for the shore, where they were immediately joined by their companions from the vessels which had got safely over the bar. These bringing ammunition and entrenching tools along with them, set immediately to work, and raised some entrenchments for their security against the natives, who appeared to be very numerous; which precaution proved unnecessary, as, instead of being hostile, they came in and submitted in great numbers.

Next day, the Commodore reinforced the land-forces with a corps of three hundred and fifty seamen; soon after, the French Governor sent two officers with a flag of truce, with terms on which he proposed to surrender: a few alterations having been made by Captain Marsh and Major Mason, the place surrendered. (See Note 124.) This capitulation was finished the 1st of May; and, in consequence of it, Captains Campbell and Walker were sent up with a flag of truce, to see the articles signed and fulfilled. They were much retarded by the rapidity of the stream. At last, getting near a battery, they hoisted their flag, and beat the chamade for near an hour; but no notice being taken of them, they rowed down the river again to the intrenchment;

ment; where they learnt, that the negroes on the island were in arms, and had blocked up the French in the fort, as they did not think themselves properly secured, either in their persons or property, by the capitulation. This was soon after confirmed by a letter from the French Governor to Major Mason, informing him, that unless the French Director-General should be permitted to remain with the natives, as a surety for that article of the capitulation in which they were concerned, they would allow themselves to be cut in pieces, rather than submit. This request being granted, the British forces marched for Fort Louis, attended by a number of boats. The French seeing them advance, immediately struck their flag; and Major Mason took possession of the fort, in which was a garrison of two hundred and fifty men, officers included.—Ninety-two pieces of cannon were found in the fort and batteries, and sixteen vessels were delivered up, most of them laden. The effects found here, in gold, gums, goods, and prize ships, amounted to the value of 200,000*l*. If the Governor of this place had waited only a few days longer before he made an offer to surrender, the enterprize must have been abandoned, as most of the requisites for a siege were lost in crossing the bar.

The whole country round, is one continued burning sand, and water both scarce and unwholesome. As the men had not a tent to shelter themselves with, they were exposed to the scorching heat of the sun in the day, and heavy dews in the night. The climate, so fatal to Europeans even in better circumstances, must soon have made such havock among this little band of troops, that few would have returned on ship-board again; while the French were nearly as numerous as the British regular troops, when they took possession of the settlement.

The English had formerly settlements here, but were driven from them by the French, who engrossed the whole trade from Cape Blanco to the river Gambia; a tract of land near five hundred miles in extent. The Dutch were the first who settled at Senegal, where they erected two forts. The French made themselves masters of them in 1678. In the year 1692, the

English took them; but, in the following year, the French once more got possession of them, and had kept them ever since. They built Fort Louis in 1692, which is situated on an island about twelve miles from the bar at the mouth of the river Senegal. They have established several factories on the banks of this great river, particularly at Podore and Galam; the former situated four hundred, and the latter nine hundred miles farther up the river: all these were included in the capitulation. Of gum senega, the produce of this country, a great quantity is used by the British manufacturers. This valuable article being wholly in the possession of the enemy, the British merchants were compelled to buy it at second hand from the Dutch, who, knowing the importance of this commodity, exacted most exorbitant profits. Several very valuable articles are likewise brought here by the natives, such as, gold-dust, elephants teeth, hides, cotton, bees-wax, slaves, ostrich feathers, indigo, ambergris and civet; so that Great Britain, at a very small expence, and without the loss of a man, found herself possessed of a most valuable conquest, which, if properly managed, might prove of the highest importance to her commerce, and the source of very great wealth. It is to be hoped, for the honour of Great Britain, that Mr Cumming, to whose zeal, sagacity, and perseverance, this important acquisition is entirely owing, was liberally rewarded. Certainly much was due to a man, who, to serve the public, had not only neglected his private concerns, but hazarded his life in the execution of an enterprize he had so wisely planned*.

After securing the fort, batteries and store-houses, the corporation and burghers of the town of St Louis submitted, and swore allegiance to his Britannic Majesty. The neighbouring Princes, attended by large and uncouth retinues, vied with each other in paying their earliest compliments to, and in concluding treaties with, the conquerors; and the King of Legibelli sent an ambassador from his camp to Major Mason, with presents, compliments of congratulation, and assurances of friendship. The number of free independent Negroes and Mulattoes

* Mr Cumming was gratified with a handsome pension during life.

toes settled on the island of St Louis, or Senegal, amounted to three thousand; and many enjoyed slaves and possessions of their own. The enemy's colonies in the West Indies soon felt the effects of the loss of Senegal, as they were chiefly supplied with negro slaves from thence.

As soon as matters were properly settled at Senegal, Captain Marsh, agreeable to his orders, prepared to attack the island of Gorée on the same coast, about thirty leagues to the southward of Senegal. Having sent away the French garrison for Europe; and leaving a sufficient land-force under Major Mason in the fort, with some small armed vessels for the protection of the trade; he sailed with the squadron the 17th of May; and on the 24th, got close to the island of Gorée, and the ships, having springs on their cables, he began a warm cannonade on the place. At first the enemy were much alarmed, and made but a poor defence: but, finding that the fire from the squadron made little or no impression upon the works, they returned to their guns, and redoubled their efforts. After the ships had lain two hours and a half before the place, Captain Marsh was forced to make the signal to cut their cables and retire, their rigging, masts, yards and hulls being considerably damaged; besides having about twenty men killed, and forty wounded. This check, administration were sensible, was entirely owing to the smallness of the force sent against the place; and as they were determined to follow up the plan laid by Mr Cumming for subverting the French settlements on the African coast, they, towards the end of the year, came to the resolution of sending out a strong armament to accomplish this important design, and which Commodore Marsh, for want of sufficient force, had not been able to accomplish.

The Nassau, Swan sloop, and Portsmouth buss, returned with the trade bound for England; and, soon after, the Harwich fell in with a private French ship of war, called the Comte de St Florentine, of sixty guns. Captain Marsh exchanged some broadsides with the enemy, when they made off: and his rigging being much cut, he could not, with all his endeavours, overtake the enemy. Captain Marsh soon after sailed

for Jamaica, taking the ships for that island under his convoy; as the Rye had, some time before, taken the trade for the Leeward islands.

The success which had attended Mr Cumming's plan at Senegal, and the advantages accruing therefrom to the commercial interest of Great Britain, were so considerable, that Administration were now determined to attack the island of Gorée, the only remaining settlement the French had on the coast of Africa. The Honourable Augustus Keppel, brother to the Earl of Albemarle, was pitched upon to command the squadron destined for this service, which consisted of four ships of the line, one of fifty, one of forty-four guns, two frigates, a sloop, and two bomb-ketches. (See Note 125.) Commodore Keppel was ordered to repair to the harbour of Cork in Ireland, for the land-forces which were to make a part of the expedition. These consisted of the second battalion of Lord Forbes's regiment, and some piquets from other corps; the land forces were commanded by Lieutenant-Colonel Worge, who had lately been appointed Governor of Senegal.

The Commodore, when in Cork harbour, gave out sailing orders and rendezvouses for his fleet, and sailed from thence on the 26th of October; but, by contrary winds, was forced to return to port. However, they finally sailed on the 11th of November. The weather, as might be expected at that season of the year, was extremely boisterous, accompanied frequently with thick fogs; it cleared, however, on the morning of the 29th, which proved the means of preserving the fleet from inevitable destruction, the coast of Barbary being then perceived to be close under their lee. This was the more extraordinary, as, by their reckoning, they thought themselves fifty leagues to the westward of it; which can only be accounted for, from the imperfect observations they had been able to make in the thick weather, and from a strong current setting to the eastward. The squadron all got clear of this danger, except the Litchfield, and a transport; of whose misfortunes the reader will find a particular account in the Appendix. (See the latter part of the last mentioned Note.)

On the 14th of December, the squadron anchored in the road of Santa Cruz, one of the Canary islands, where they repaired all their damages; and having taken in a sufficiency of wine, they sailed from thence on the 20th, and on the 28th, in the morning, got sight of the island of Gorée.

The Commodore sent a frigate ahead with French colours hoisted, with orders, as soon as she came open with the island, to hoist a British ensign at the mizen-peak, being the French signal for that day, in order to deceive the enemy; but they took no notice of it. The reason why they did not, was, that the squadron had neglected to salute the fort: for although the ships had all hoisted French colours, and the enemy were in daily expectation of a fleet from France, this omission made them conjecture, that the ships in sight were not friends. The Commodore soon put the matter beyond a doubt; for, getting abreast of the island about two o'clock, he hauled down the French and hoisted British colours; and at three o'clock, he came to an anchor with the squadron in Gorée road, in eighteen fathoms water, the island bearing S. W. by S. about four miles distant.

The Saltash sloop, and the transports having the troops on board, were ordered down to a bay between Point Gorée and Point Barrabas, it being the most convenient place for troops to row from, in case their assistance had been wanted. The Commodore lost not a moment in putting his orders in execution; and having reconnoitred the place, he resolved to attack it with the ships on the west side; not because it was the weakest, but being the lee side; by which means such of the ships as should have the misfortune to have their cables shot away, might without any danger put to sea, and by beating to windward, be enabled to get into action again.

Early in the morning of the 29th, the flat-bottomed boats, manned by the squadron, were sent to the transports, into which the troops were ordered to embark, and, when the Commodore made the signal for that purpose, to land on the island of Gorée.

The Commodore made the following disposition of his

squadron: the Prince Edward he ordered against the north point of the island, and to cover the Firedrake bomb; the Nassau led the van of the line-of-battle ships, and was ordered to bring up abreast of St Peter's battery of five guns; the Dunkirk to bring up abreast of a battery a little to the northward of the former; the Torbay to bring up abreast of the west point battery of five guns, and the corner of the upper fort; the Fougueux to bring up abreast of the mortar battery of eight guns and two mortars, and also to cover the Furnace bomb. As soon as the first ship had dropped her anchor from her stern, she was to hoist a pendant from the mizen peak, as a signal to the ship immediately astern of her that she had brought up. Thus the second was to acquaint the third, and so on of the rest; and the Captains were ordered not to fire a gun till each was abreast of her station, and moored both head and stern.

About nine o'clock, the Prince Edward, and Firedrake bomb, bore down on the island, and began the attack. The enemy, not observing any ship coming to second the Prince Edward, brought all the guns they could to play upon her.

The Commodore, observing that the Firedrake bomb threw most of her shells over the island, by overcharging their mortars, an error which those on board could not perceive, he sent an officer on board the Furnace bomb, with orders for them to avoid the same mistake; by which means, most of the shells thrown by her did execution.

The Nassau, Dunkirk, and Torbay, having at length got into their stations, soon called the enemy's attention from the Prince Edward, by a close and well directed fire. But the wind beginning to fall towards the middle of the day, the Fougueux could not get so soon to her station as the other ships; and the Furnace bomb falling on board of her, retarded her a considerable time. At last she got placed, and powerfully seconded the other ships. This cannonade was too dreadful for the enemy long to withstand, and they accordingly struck their colours.

On this the firing ceased, and the Commodore sent an officer

cer and his secretary to the Governor, who, before they could land, spoke to them from the beach, and desired to know on what terms the Commodore proposed he should surrender. The officer told him, he thought he had surrendered, as he had struck his colours. The Governor replied, that he meant it only as a signal for a parley. Upon being told, the Commodore was determined that the place should surrender at discretion; M. de St Jean said, he knew how to defend himself. The officer replied, the Commodore would fire one gun over the island, after which he might renew the attack whenever he pleased. Upon this, the boat returned with all speed on board the Commodore; who, upon being informed of what had passed, fired the gun over the island, and made a signal to renew the action. The enemy fired only a few guns, when the ships poured their broadsides with redoubled fury on them; whereupon the enemy fled from their guns, struck their regimental colours, and called for quarter from every part of the island. The Commodore took immediate possession of it, by landing his marines, who hoisted British colours on the fort.

The letter which Commodore Keppel wrote to Mr Secretary Pitt on this occasion, gives a very modest account of this very brilliant action. It is as follows:

“ SIR,

“ I ARRIVED here, with the squadron under my command, on the 28th of December, in the evening; and next morning, agreeable to his Majesty’s instructions, I attacked, with the ships, the forts and batteries on the island of Gorée, which were soon reduced to desire to capitulate: and the Governor’s demands were, to be allowed to march the French troops out of the garrison with the honours of war. His terms I absolutely rejected, and began a fresh attack. It was, however, of very short duration, when the island, forts, garrison, &c. surrendered at discretion to his Majesty’s squadron.

“ Lieutenant-Colonel Worge had his troops embarked in flat-bottomed boats, in good order and readiness, at a pro-

“per distance, with the transports, to attempt a descent,
 “when it should be found practicable or requisite.

“Two days after the surrender of the island, I ordered it
 “to be delivered up, with the cannon, artillery, stores, pro-
 “visions, &c. found in it, to the officer and troops Lieutenant
 “Colonel Worge thought fit to garrison the place with: and
 “the Colonel is taking all imaginable pains to settle and regu-
 “late the garrison in the best manner, and as fast as things
 “will admit of.

“The inclosed, Sir, is a state of the island, with the artil-
 “lery, ammunition and provisions found in the place at its
 “surrender.

“French made prisoners of war, about three hundred :
 “Blacks in arms, a great number, but not well enough in-
 “formed yet to say precisely. Loss of the enemy, as to men,
 “so very differently stated by those who have been asked, that
 “I must defer saying the number.”

During the attack, many thousand negroes lined the African shore, from which Gorée is but a few miles distant, to behold such a new scene as floating castles subduing those they had long looked upon as invincible. Whilst the ships were thundering against the island, their astonishment is inexpressible.

The loss of men we sustained in this attack, was very inconsiderable : Lieutenant West, of the Prince Edward, was severely wounded.

The joy of the nation on occasion of this conquest, was in some measure damped, by the accounts of the *Litchfield*, and a transport with troops, belonging to the squadron, being wrecked on the coast of Barbary, in the Emperor of Morocco's dominions; the British being too brave and generous, not to feel for the misfortunes of their fellow-subjects, especially when employed in the service of their country. (See Note 125.)

Commodore Keppel, after escorting Colonel Worge to his
 Government

Government of Senegal, leaving a proper garrison there, and scouring the coast, returned with his squadron to England.

MEDITERRANEAN.

THE command of his Majesty's ships in the Mediterranean, was entrusted to Admiral Osborn, having under him Rear-Admiral Saunders. (See Note 126.) The French Ministry were well acquainted with the cause that had hitherto enabled them to frustrate all our best-laid plans; which was no other, than taking the greatest care to observe the most profound secrecy, as to the real destination of all their armaments; to use every means to draw their enemies attention from the object of their designs; and to be beforehand with them in all their naval and military expeditions. By steadily persevering in this conduct, they had disconcerted all our schemes in North America, and greatly facilitated their own. The success they had, by dispatching their squadron in the winter months, they found, from experience, gave them the best chance of eluding the vigilance of the British fleets; and they determined, in this respect, to repeat the same experiments this year as they had done the last.

A strong squadron was accordingly ordered to be got ready at Toulon, the command of which was given to M. de la Clue. (See Note 127.) This fleet left that port early in the month of December, 1757; but they could not equip so many ships with such secrecy as to prevent the British Minister from obtaining intelligence of it, who immediately put Admiral Osborn on his guard; to whose alertness it must be placed, that this well laid plan of the enemy was so completely disconcerted, that it contributed greatly to the success with which the British arms were crowned in America. This, added to the blow which Admiral Osborn gave the French Navy, well entitled him, along with the conquerors of Louisburg, to the thanks of the House of Commons.

From the great naval preparations which were going on at

all the principal sea ports in Great Britain, the French were certain that a blow was intended to be struck at their American colonies, which if they did not ward off by sending them very powerful succours, the consequences might prove very fatal to them. They therefore redoubled their exertions in getting the squadron at Toulon ready to put to sea.

This armament was partly designed for the East Indies, and partly for North America, but was not to separate until they had fairly attained the Western Ocean; when M. de la Clue, with the largest squadron, was to proceed to the West Indies, and wait there till the season would permit him to enter the harbour of Louisburg, which was his ultimate destination. From the time of the year they sailed from the port of Toulon, joined to the tempestuous weather so common at that season, and the long dark nights, they entertained hopes of being able to accomplish their plan, and pass the Straits unperceived. In this, however, they were disappointed; for Admiral Osborn, who had long expected them, had stationed his ships in such a manner, that M. de la Clue, finding it impossible to elude the vigilance of the British fleet, was constrained to put into the harbour of Carthagen, in Spain; and had but just time to anchor his squadron in that port, when the Admiral, with his fleet, made his appearance, and blocked him up in that port. The French Commodore, seeing he had not strength sufficient to come out and fight the British Admiral with any prospect of success, and the service he was going on requiring the utmost dispatch, he pressed his Court for a strong reinforcement of ships to be sent him immediately, to enable him to proceed to his destination, without further loss of time; and, if he was constrained to fight Admiral Osborn, that he might do it on more equal terms than at present. His Court saw clearly the justness of M. de la Clue's reasoning; and ordered a squadron of five ships of the line and a frigate, to be got ready at Toulon with the utmost expedition, the command of which was given to M. du Quesne, an able and expert officer, with orders to join M. de la Clue in the harbour of Carthagen with all possible dispatch. They accordingly sailed, and two ships of the

the line had the good fortune to elude the vigilance of our squadron, and got into Carthagena. But it fared not so well with the others; for, on the 28th of February, off Cape de Gat, Admiral Osborn perceived four sail close to his fleet at day-break. On their not answering his private signal, he made the signal to chase them; whereupon, the largest of the four ships made a signal, when the enemy's ships immediately set all the sail they could crowd, and steered different courses. The Admiral detached ships after each of them. About seven in the evening, the *Revenge* got close up with the one she chased, and began a very warm engagement, which lasted about thirty-eight minutes, when the *Berwick* coming up, and firing a broadside into her, she struck. She proved to be the *L'Orphée* of sixty-four guns, and five hundred and two men, commanded by M. d'Herville: the enemy had twenty-one men killed, and eighty-nine wounded. Captain Storr of the *Revenge*, fearing the enemy might reach the harbour of Carthagena before they could be brought to an action, was obliged to engage them at a great disadvantage, having too much sail set; by which means, he had thirty-two men killed, and fifty-four wounded. Among the latter were Captain Storr, who lost the calf of one of his legs; and Mr Mountford, the first Lieutenant. The enemy were only about two leagues distant from the port of Carthagena, when they struck.

The *Monmouth*, *Swiftsure*, and *Hampton-Court*, went in pursuit of the largest sail. About eight in the evening, the former (having run her comrades out of sight), got up with the chase, and began a close and well directed fire. Soon after the action began, Captain Gardiner received a wound; but, as it was of no great consequence, he kept the deck, and was encouraging his people, when he received a second, by a musket-ball in the forehead, which proved fatal to him. Lieutenant Carket then took the command of the ship, and continued the action with uninterrupted vigour. At nine o'clock, the *Monmouth's* mizen-mast was shot away; upon which, the enemy gave three cheers. Soon after, the same misfortune befel themselves, on which, the *Monmouth's* people failed not

to return the compliment. About ten o'clock, the enemy-lost their main-mast; when the Monmouth's crew once more gave them three cheers, and continued the action with great briskness, till half an hour after twelve, when the enemy's fire greatly slackened; and soon after was quite silent. At this time, the Swiftsure came up. Captain Stanhope hailed them to know if they had struck. The only reply to this, was a volley of small arms, accompanied by a few guns; on which, Captain Stanhope poured one broadside, and the greatest part of another, into them, when they surrendered. She proved to be the Foudroyant of eighty-four guns, and eight hundred men, commanded by M. du Quesne, Chef d'Escadre, who, with great politeness, presented his sword to Lieutenant Carket. The enemy had one hundred men killed, and ninety wounded. The Monmouth had twenty-eight men killed, and seventy-nine wounded.

Never was a more gallant action: and it was the opinion of every one, that Lieutenant Carket would have compelled the enemy to strike, notwithstanding the great disparity of their force, even if the other ships had not come up. The Admiral was so highly pleased with his conduct, that he conferred on him the command of the Foudroyant*, which was soon after purchased by Government, and added to the Navy.

The Monarch and Montagu drove the Orestes of fifty guns ashore, under the Castle of Aiglos; and had it not been for violating the neutrality of the coast of Spain, would have entirely

* The Foudroyant, when measured at Gibraltar, was, from her stern to her taffarel, one hundred and eighty-five feet three inches; length of her keel, one hundred and fifty-five feet; and her extreme breadth, fifty feet. By this measure, she was found to exceed the length of our first rates by twelve feet, and to be nearly the same breadth with them. Her weight of metal, was twenty-four and forty-two pounders: whereas the Monmouth's was only twelve and twenty-four pounders. She had brass guns all abaft the main-mast. The Orpheus had many brass guns likewise. In the above action, the Monmouth expended eighty barrels of gun-powder, which was near four tons; and one thousand five hundred and forty-six round, five hundred and forty grape, and one hundred and fifty-six double-headed shot.

entirely destroyed her. The Pleiade of twenty-six guns, got away by outfailing the British ships.

Rear-Admiral Broderick being ordered to the Mediterranean, to relieve Rear-Admiral Saunders, sailed from Spithead in his Majesty's ship Prince George, of eighty guns, with the Glasgow frigate, and Alderney sloop, having under his convoy the trade for Lisbon and the Straits. On the 13th of August, in latitude forty-eight, the Prince George unhappily took fire, about half-past one in the afternoon, and continued burning with great violence till near six in the evening, when she sunk. The following letter from Dr Sharp, the Chaplain of the Prince George, dated on board the Glasgow, off Lisbon, April 20th 1758, will give the reader a particular account of this very melancholy affair.

" I doubt not but you are already greatly surprized at reading from whence I date my letter; but much more will you be when you hear the cause of it. I beg you would arm yourself, to read the most dismal and melancholy story that ever was related. Indeed it is not in the power of tongue to express, or pen to describe, the miserable spectacle I was witness to. For, on Thursday the 18th instant, at half an hour past one, afternoon, word was passed into the ward-room by the centry, that the fore part of the Prince George was on fire. The Lieutenants ran immediately forward, and myself, with many others, went directly on the quarter deck, when we found the whole ship's company was alarmed. The pumps were handed out, the fire engine and buckets carried forward, and every immediate remedy applied. The Admiral with Lieutenants on watch, kept the quarter-deck, from whence he sent such orders, as he thought most expedient for the preservation of the ship, and the souls in her. Captain Peyton, and the other Lieutenants, on diligent search, found that the fire broke out first in the boatswain's store-room. To this place large quantities of water were applied; but all in vain; for the smoke was so very great and hot, that the poor creatures could not get near enough for the flames, for their labour to have any effect. On which Captain Pey-

“ton ordered scuttles to be made that the water might be
“poured in by that means; but here he was defeated likewise,
“for only two carpenters could be found, and they had nothing
“to work with for a long time but a hammer and chissel each.
“The lower-deck ports were then opened, but the water that
“gushed in from them, was not sufficient to stop the violence
“of the flames. He ordered, likewise, the powder room to be
“wetted, lest the ship should immediately be blown up, and
“every soul perish in an instant. This had the desired effect;
“and for some minutes we had a glimmering hope of saving
“the ship. I mention the above particulars, as I was below
“myself, worked with the men as long as I could stand it, went
“up for air, and returned again instantly, and consequently an
“eye-witness: therefore declare them as facts. The fire soon
“increased, and raged violently aft and on the larboard side;
“and as the destruction of the ship was now found inevitable,
“the preservation of the Admiral was first consulted. Captain
“Peyton came on the quarter-deck, and ordered the barge to
“be manned, into which the Admiral entered with near forty
“more; for now there was no distinction, every man’s life
“was equally precious. The Admiral finding the barge would
“overfet, stripped himself naked, and committed himself to the
“mercy of the waves; and after toiling a hour in resisting the
“violence of the waves, he was taken up by a merchantman’s
“boat. Captain Peyton kept the quarter-deck an hour after
“the Admiral left it, when he happily got into a boat from
“the stern ladder, and was put safe on board the Alderney
“sloop. I must be deficient to paint the melancholy scene that
“was now before me; shrieking, cries, lamentations, bemoan-
“ings, raving, despair, and even madness itself, presented them-
“selves. It was now high time to think of taking care of my-
“self. I looked to every part of the ship for my preservation,
“and soon saw three boats astern of the ship. I went imme-
“diately to my cabin, and offered up my prayers to God, par-
“ticularly thanking him for giving me such resolution and com-
“posure of mind; then jumped into the sea from one of the
“gun-room ports, and swam to a boat, which put me safe on
“board

“board the Alderney sloop. There are three hundred people
 “saved: the principal of which are, the Admiral, Captain Pey-
 “ton, Lieutenants Durell, Bell, Baird, and Cannan; Mr Hardy,
 “purser, Dr Sharp, chaplain, Mr Broughton, master, Messrs
 “Higgins and Zobell, lieutenants of marines, Mr Flum, boat-
 “swain, Messrs Penton, Pemberton, and Baynes, passengers;
 “Messrs Hutchinson, Palmer, Ogue, Moore, Matthews, Smith,
 “Forrester, Hartley, Rogers, Simmons, Morris, Carlston, Hale
 “and Short, petty officers. We had saved near the whole ships
 “crew, had the merchantmen behaved like human creatures;
 “but they kept a long way to windward the whole time; and,
 “to their greater shame be it spoken, instead of saving the men
 “that swam to their boats, they were employed in taking up
 “geese, fowls, tables, chairs, and whatever else of that kind
 “came near them.”

All the letters wrote on this occasion, were full of the most terrible scenes of distress. It is to be lamented, that the merchantmen were not more attentive to the saving of the men; but they were ignorant that any precautions had been taken to prevent the ship from blowing up, and were afraid to venture too near, lest they should involve themselves in the same distress, especially as the guns of the Prince George, as they heated, went off.

From the best accounts, the following seems to be the truest state of the numbers saved and lost:

715 Complement.	260 Saved.
30 Passengers.	485 Lost.
<hr/> 745 Total.	<hr/> 745 Total.

Admiral Broderick, having collected all the men saved, and put them on board the Glasgow frigate, proceeded to Gibraltar, where he relieved Rear-Admiral Saunders, who soon after sailed for England in the Montagu, with the Revenge, the two prizes the Foudroyant and Orphée, and arrived at Spithead the 5th of July. Admiral Osborn having blocked up the French in the harbour of Carthage, till it was too late for them to proceed on their respective destinations, and his large ships being mostly
 foul,

foul, he proceeded to Gibraltar to refit, stationing his frigates in such a manner, that should the enemy persist in coming out, he might have timely notice of their approach, and intercept them. But as soon as Admiral Osborn left the coast of Spain, M. de la Clue and his squadron returned to Toulon. The command of his Majesty's fleet on this station, soon after devolved on Rear-Admiral Broderick. Admiral Osborn, on account of bad health, failed in the St George for England, taking with him some other ships, and the trade that was ready, and arrived at Spithead the 21st of July. The thanks of the House of Commons were transmitted to Admiral Osborn in a very elegant letter from the Speaker to him; to which he returned the following answer:

" SIR,

" I want words to express the honour the House of Commons have been pleased to confer upon me, and only hope, that you, Sir, will be as gracious to me, in representing my gratitude to that August Assembly, as you have been in acquainting me with their favourable acceptance of my services. I have done no more than my duty. I have been only the humble, though happy instrument, of executing the wise measures directed by his Majesty.

" I have no title to any glory, but what is common to me as a seaman, and as an Englishman zealous for the service of my country, which is pleased to reward me with this instance of their approbation. From the situation of my health, Sir, I can flatter myself of having but few opportunities of employing the remainder of my life in the grateful exertion of my abilities for the honour and interest of my country. But as the House of Commons is so gloriously watchful to encourage the greatest merit, by rewarding the least, England can never want good officers; and, however honoured I am by this distinction, may my services be the most inconsiderable that shall be thus honoured. I am, with the greatest respect,

" Sir, your most obedient, and

" Most humble servant,

December 8th, 1758.

" HENRY OSBORN."

The

The few frigates that could be spared from blocking up the French ports, and sailing as convoys to our trading vessels, had tolerable success against the enemy.

The Ambuscade took five of their ships from Turkey, and a snow from Marseilles.

The Lyme took a French ship from Syria, valued at 40,000*l*.

The Fortune sloop took a ship with provisions and stores, for Canada.

The Rainbow and Deal-Castle men of war, with the Enterprize privateer, took three rich ships from the Levant.

The St Alban's and Favourite sloop took the Loire, a French man of war, of thirty-six guns, but pierced for forty-four, having upwards of a thousand tons of provisions on board: they also took two polacca's, with military stores for Martinico.

In the month of Jannary, the Monmouth, Captain Gardiner, took a privateer of eighteen guns, and one hundred and forty-three men.

The Monmouth, commanded by the Honourable Captain Hervey, being on a cruize, in company with the Lyme frigate, fell in with La Rose, a French ship of war of thirty-six guns, and three hundred men, to which he immediately gave chase. The enemy finding they could not escape, run their ship ashore on the island of Malta, where the crew abandoned her; on which Captain Hervey ordered her to be set on fire.

The Favourite, sloop, took the Gronyard from St Domingo, mounting twenty-six nine pounders, and one hundred and thirty men, after an obstinate engagement: she was laden with sugar, coffee, cotton, indigo, tortoise-shell, and drugs, to a very great amount. Also, a ship richly laden from Martinico.

The Antelope of London, a letter of marque, took the St Roche, a French letter of marque, of seven hundred tons, from St Domingo for Marseilles, a very valuable prize: she had on board a ransomer for the Antigua Merchant, for 3,333 guineas.

The Deal-Castle, letter of marque, took four vessels on the coast of Provence.

The Liverpool, letter of marque, took a privateer of sixteen guns, and two hundred men.

TRANSACTIONS AT AND NEAR HOME.

HAVING given a very particular account of all the distant operations that fall within the plan of these Memoirs, it now becomes necessary to speak of the naval and military transactions at or near home. Although the Minister, at the beginning of this year, had not fallen in with the scheme of sending over a body of British troops to Germany, to act in concert with the forces of the army of the allies, under the command of Prince Ferdinand of Brunswick: yet he resolved to assist and co-operate with them, as far as lay in the power of the British navy to effect.

A large body of French and Austrian forces had seized on the city of Embden, belonging to the King of Prussia (See Note 128.), where they were guilty of great excesses, and levied heavy contributions. Most of the supplies for the garrison came down the river Ems. The cutting off entirely this means of support, or at least greatly interrupting it, might compel the enemy to evacuate, not only the city, but all the Prussian territory dependent on it. For this purpose, a squadron of small ships of war was sent thither, under Commodore Holmes. The manner in which he performed this important service, cannot be better described, than in the following letter from him to Mr Cleveland, Secretary to the Lords Commissioners of the Admiralty.

*“Seaborse, at anchor off Embden,
“March 21, 1758.*

“SIR,

“IT is with the greatest pleasure that I acquaint my Lords
“Commissioners of the Admiralty, of the success of his Ma-
“jesty’s ships in the river. The enemy had not suffered the
“buoys to be laid this year, thinking to obstruct any attempts
“for the recovery of Embden by sea. It was therefore with
“equal surprise and concern, that they observed the arrival of
his

“ his Majesty’s ships Seahorse and Strombolo: and after having
 “ doubled the number of their workmen upon the batteries
 “ they had begun, they set about raising three more with all ex-
 “ pedition towards the sea, expecting to be attacked from that
 “ quarter.

“ On the 17th, the Seahorse and Strombolo anchored be-
 “ tween Delfziel and Knok; and on the 18th, they came to
 “ their station between Knok and Embden, by which the ene-
 “ my saw themselves cut off from all communication down the
 “ river. They continued working on their batteries towards
 “ the sea; but, at the same time, made all the necessary prepa-
 “ rations for evacuating the place.

“ The garrison consisted of French foot and horse, of differ-
 “ ent regiments - - - - - 2500

“ Austrian foot, of the regiments of Prince Charles of

“ Lorraine, and Colonel Van Pflatz - - - - - 1100

“ Two companies of artillery - - - - - 120

“ Total 3720

“ On the 19th, at six in the morning, the French troops
 “ were under arms, and marched out of the town before night.
 “ And on the 20th, the Austrians began their march at nine in
 “ the morning. About noon, and not before, I had notice of
 “ these operations, and that they had been transporting their
 “ baggage and cannon up the river, in small vessels, over night,
 “ and that one of them was lying round a point of land, at some
 “ distance from us, to go up by the next tide: so soon as we
 “ could stem the tide, I dispatched the armed cutter Acrias,
 “ and two of the boats, in pursuit of the enemy. They came
 “ up with the vessel we had intelligence of, and took her. I
 “ reinforced them by another boat; and the whole detachment,
 “ commanded by Captain Taylor, continued the chase up the
 “ river. The enemy, at this time, lined both sides of it, and
 “ gave the first fire on the boats, who were then coming up
 “ with three of their armed vessels. The fire was briskly re-
 “ turned on our side; and in fight of their army, and under

“ their fire, Captain Taylor came up with one of them, attack-
 “ ed her, run her aground, and carried her, after some firing on
 “ both sides. The officers and men left the vessel to recover the
 “ shore; in attempting of which, some of them were dropt by
 “ the fire from the boat. The other two vessels, which had
 “ cannon on board, got clear, under favour of the night, and
 “ cover of their army.

“ The first vessel taken, had the son of Lieutenant-Colonel
 “ Schollheins, of Prince Charles of Lorraine’s regiment, and
 “ one corporal and one pioneer on board, with some baggage
 “ belonging to his father. There was some money found,
 “ which, partly from the specie, and partly from the manner of
 “ its being made up, was concluded to be pay for the troops,
 “ and therefore detained, together with the corporal and pio-
 “ neer, and all the little implements of war they had with
 “ them. As for the Lieutenant-Colonel’s son, he is but a boy,
 “ and not of an age to be regarded as an enemy; for which
 “ reason I have sent him ashore, to be returned to his father,
 “ with all his and his father’s things; and have wrote to his
 “ father, upon his giving me his honour that the money is truly
 “ his private property, it shall be returned.

“ The other vessel that was taken, had on board Major de
 “ Bertrand; M. Van Longen, Commissary of War; M. Tra-
 “ jane, Adjutant de la Place; M. le Bouffe, Lieutenant of Ar-
 “ tillery, and a guard of private men; with three hostages
 “ which they carried off from Embden, viz. Eodo Wilhelm
 “ zur Michlen, Doctor of Laws, President of the College de
 “ Quarantes, and Administrator of the Royal and Provincial
 “ College at Aurich; Baron Van Hane of Leer, Administrator
 “ of Leer.

“ M. Eodo Wilhelm zur Michlen received a shot in the ves-
 “ sel during the scuffle, but it is not dangerous. From him I
 “ had the account already given to their Lordships, of the happy
 “ effect the presence of his Majesty’s two ships have produced,
 “ by occasioning the sudden evacuation of the enemy out of the
 “ town of Embden.”

We have inserted the whole of Commodore Holmes's letter, that the reader may see with how much alacrity he executed the service entrusted to him; as likewise, that generosity and spirit which so nobly distinguishes almost all those persons who hold any rank in the British service.

Mr Pitt, who had always the best information concerning the enemy's designs, received very early intelligence that a considerable squadron of ships were fitting out by the French, intended to escort a large fleet of merchant vessels, with troops and stores on board, and soon expected to sail from the Isle of Aix for their American colonies. These preparations did not escape the Minister's notice, as he was convinced, the striking of a successful blow at this armament would in a great measure insure success to our plan of operations on the other side of the Atlantic. This important service was entrusted to Admiral Hawke, who sailed from Spithead the 11th of March with a strong squadron. (See Note 129.) Sir Edward, on the evening of the 3d of April, made the light of the Baleines on the Isle of Rhée; and at the three next morning, made sail towards Basque road. At day-break, he discovered a number of vessels, escorted by three frigates, a few leagues to windward, to which he gave chase; but the wind baffling, they all got into St Martin's in the Isle of Rhée, except one brig, that was run ashore and burnt by the Hussar. By four in the afternoon, the Admiral discovered the enemy's ships lying off the Isle of Aix.— Their force was as follows:

Florissant	74 guns
Sphinx	64
Hardi	64
Dragon	64
Warwick	60

Besides six or seven frigates; as also, forty merchant ships, having three thousand troops on board.

At half an hour after four, the Admiral made the signal for a general chase. At five, the enemy began to cut and slip their cables, and run in great confusion. At six, their Commodore

made off, when the headmost ships were within gun-shot and a half of him. By this time, many of the enemy's ships were on the mud; but as there was not a sufficient depth of water for the British ships to follow them, and night coming on, the Admiral made the signal to come to an anchor abreast of the Isle of Aix.

Next morning, the enemy's men of war were discovered aground, and almost dry, about four or five miles distant; many of the merchantmen, and several of the men of war, being on their broadsides. As soon as the flood made, the Admiral put the best pilots on board the Intrepid and Medway, and sent them a gunshot farther in, where they anchored; and sounding a little ahead, at high water, they found but five fathoms, of which the tide rises eighteen feet.

The whole day the enemy were extremely busy in getting their ships out of danger, being apprehensive that some fire-ships would be sent to destroy them. They therefore sent launches and men from Rochefort, who were employed in carrying out warps to drag the ships through the mud, as soon as they should be water-borne. In the mean time, they threw overboard their guns, stores, and ballast, and were even seen heaving water out at their ports. By the evening of the 4th, some of their men of war got as far as the mouth of the Charente. The merchant ships were aground towards the Isle Madame. The British frigates cut away above eighty buoys laid on their anchors, and what they had thrown overboard.

On the 5th, the Admiral sent one hundred and fifty marines ashore to the Isle of Aix, under the command of Captain Ewer, who effectually destroyed the new works which the enemy had erected there. As soon as he had effected this, he re-embarked again, preserving good order, and giving no disturbance to the inhabitants.

The Admiral sailed on the 6th; and next day spoke with a neutral vessel from St Martin's; by whom he learned, that the convoy he had chased on the 4th, was laden with stores, provisions, &c. for America, and, when joined by some ships from Bour-

Bordeaux, were to have proceeded on their voyage, under convoy of the men of war which lay off the Isle of Aix.

Thus this formidable armament of the enemy, if not totally overthrown, was nearly the same in effect; as, before the ships could be repaired, and the stores and provisions which had been destroyed could be replaced, the season would have been too far advanced to have answered the end proposed; and this early and well-timed blow given in Europe, greatly facilitated the conquest of Cape Breton and its dependencies.

On the 7th of April, the *Essex*, of sixty-four guns, commanded by Captain John Campbell, and the *Pluto* fire-ship, commanded by Captain James Hume, being on their way to join Sir Edward Hawke, fell in with twelve sail of the enemy's merchant ships from Bordeaux, escorted by the *Galathée* frigate of twenty-two guns, and bound to Quebec. They had the good fortune to take the frigate, a letter of marque of twenty guns, and one other ship of the convoy; but the brave Captain Hume was unfortunately killed in engaging the letter of marque. Two more of the above fleet were afterwards taken by his Majesty's ships the *Antelope*, and *Speedwell* sloop.

The Minister having determined on another expedition to the coast of France, for this purpose a large body of infantry was early assembled in the Isle of Wight, the command of which was conferred on Lieutenant-General the Duke of Marlborough, having under him Lieutenant-Generals Lord George Sackville and the Earl of Ancram, Major-Generals Waldegrave, Moflyn, Dury, Boscawen, and Granville Elliot, and Brigadier-General George Augustus Elliot (afterwards Lord Heathfield.) The troops in the Isle of Wight were to be joined by some troops of light dragoons, commanded by Brigadier-General Elliot, encamped near Portsmouth; a large train of heavy and field artillery, with howitzers, and mortars; and a detachment of four hundred men from the royal regiment of artillery. (See Note 130.) The whole army amounted to fourteen thousand men, and was divided into five brigades, each commanded by a Major-General.

The warlike genius of Britain seemed now to be roused.

Resolved to wipe out the many stains which our arms had received since the commencement of this war; our youth of fortune and family seemed to vie with each other who should be foremost in the service of their country: for the Lord Viscount Downe; Sir James Lowther, Baronet; Sir John Armitage, Baronet; Norborne Berkeley; Francis Blake Delaval, Esqrs. and others, accompanied the Duke of Marlborough as volunteers.

The naval part of this expedition was composed of two squadrons. That which was designed to co-operate with the troops consisted of a few ships of the line, with a number of frigates and sloops of war, bomb-ketches, and other vessels. This was put under the command of the honourable Captain Richard Howe, a nobleman every way equal to such an important charge, and not more distinguished by his rank, than by his abilities and courage. The other squadron was composed of upwards of twenty ships of the line; the command of which was given to Lord Anson, having under him Admiral Sir Edward Hawke. The intention of this last squadron was, to cruize off Brest, and in a manner to cover the lesser one under Commodore Howe, and to prevent the enemy from sending any fleet capable of disturbing his operations.

The great object of the whole, was, not only to oblige France to withdraw a part of her troops from Germany, which would afford effectual succour both to the King of Prussia, and Prince Ferdinand of Brunswick; but also, the destruction of the enemy's marine, and sea-ports in the British channel, whence their privateers had sallied, and done much mischief to our trade. The profound secrecy with which the destination of this armament was kept, filled the enemy with most dreadful apprehensions. They had few troops at home, and an immense length of sea coast to defend. Being conscious how vulnerable they were on this side, which the expedition against Rochefort had evinced to all Europe, they were distracted how to post the troops they had, from the uncertainty where the suspended blow was to fall.

The squadron under Commodore Howe, consisted of one ship

ship of the line, four of fifty guns, ten frigates, five sloops, two fire-ships, and two bomb-ketches. (See Note 131.) The errors observable in the former expedition to the coast of France, were now endeavoured to be rectified. The failure against Rochefort, was in some measure attributed to the want of proper boats to land a sufficient number of troops at once, that would either force the enemy from any entrenchments they might have thrown up, or enable them to maintain their ground till a second debarkation could be made to sustain them. To obviate this formidable obstacle, flat-bottomed boats were built, on a new construction. They were rowed by twelve oars, contained seventy soldiers, and only drew two feet of water: each of the frigates carried one of these, as did most of the largest transport vessels. Every thing being now ready, the 24th of May the embarkation began, and by the 27th, the troops were all on board, and rendezvoused at Spithead. Great were the expectations of the nation from this armament; which from the number and fineness of the ships, exhibited one of the grandest scenes ever beheld at Spithead. The wind becoming favourable on the 1st of June, early in the morning Lord Anson made the signal to weigh, and soon after, Commodore Howe's squadron weighed likewise. As the former steered to the westward, and the latter directly across the channel, the two squadrons were soon out of sight of each other.

We shall now follow Commodore Howe, and give a complete narrative of the operations of this part of the grand expedition, before we treat of the other part under Lord Anson. Scarce had they left the English shore, when it began to blow hard; but the gale being favourable, the Commodore thought it necessary, about midnight, to make the signal to lay-to, lest they should run too close with the French coast before morning. At six in the morning of the 2d, the fleet made sail, and, by eight, had sight of Cape La Hogue. From the rapidity of the tides in the Race of Alderney, and frequent calms, the Commodore was often obliged to come to an anchor. As he was now in full view of the coast, the enemy were sufficiently alarm-

med; and, from the course he steered, could easily guess at the place of his destination. At last, on the 5th, the whole fleet stood in for Cancale-bay, about two leagues to the eastward of St Malo. At eight o'clock, the Commodore made the signal for the ships having grenadiers on board, to make sail. At eleven, the Commodore, the Duke of Marlborough, and some general officers, went, in a cutter, to reconnoitre the shore, and were fired at, from a small battery in the bay. By two o'clock, the whole fleet came to an anchor, when the signal was made for all the ships having flat-bottomed boats on board, to hoist them out.

Immediately the grenadiers, with the brigade of foot-guards, embarked on board them, and rendezvoused under the stern of the Effex. Some infantry, with a few horse, appearing on the hills to oppose the descent, the Commodore shifted his broad pendant to the Success, and, with the Rose, Flamborough, and Diligence sloop, stood towards the shore to cover the landing of the troops, clear the beach, and silence the battery, which consisted of two twenty-four pounders, and one twelve pounder. This service, by the briskness of the fire, he effectually performed, making at the same time the signal for the troops in the flat-bottomed-boats, commanded by Lieutenant General Lord George Sackville, and Major Generals Mostyn and Dury, to push for the shore. This was instantaneously obeyed; and, under cover of the fire from the frigates, they landed in the greatest order, and formed on the beach without any loss, notwithstanding about one hundred of the enemy kept up a fire on the troops, from a high hill behind the village of Cancale. On the approach of the grenadiers of the twentieth regiment, however, they fled. The flat-boats immediately returned on board the transports, and a second debarkation was made before dark, who, joining the first, the whole took post on a hill, and lay on their arms all night.

The Marquis de Landal, Intendant of the coast, who had come to reconnoitre our position, falling in with an advanced party, was desired by Lord Viscount Downe, to surrender; but, trusting to the fleetness of his horse, he refused to do so;

on which he was fired at, and both himself and his servants were killed. The 6th was entirely taken up with landing the remainder of the army, tents, baggage and stores, together with the light-horse and field artillery. On the landing of the troops, the affrighted inhabitants of Cancale fled from their houses, which some straggling soldiers and sailors plundered; but the Duke of Marlborough was no sooner informed of this, than he caused the offenders to suffer condign punishment on the spot. By day-break on the 7th, the whole struck their tents, except the third brigade, under the command of Major-General Boscawen, and marched off in two columns; the first headed by the Duke of Marlborough and Lord George Sackville, the second by the Earl of Ancram. They took different routes; and although both columns were preceded by a large corps of pioneers, and had but two leagues to march, it was six in the evening before they arrived in the neighbourhood of St Malo, (See Note 132.), where they encamped, with the village of Paramé (which was made the head-quarters) in front, while the village of St Servand covered the left flank.

During the time that the army were pitching their tents, the Commander in Chief, escorted by a party of light-horse, and the piquets of the army, went to reconnoitre the town, and advanced pretty near to it. On perceiving the light-horse, the enemy fired from the ramparts, but with little execution. While on this service, the Duke of Marlborough perceived, that a number of ships and houses, filled with naval and military stores, at St Servand and Solidore, (two suburbs to St Malo), were not protected by the cannon of the city, and might be easily set on fire. He therefore, on his return to the head-quarters, gave orders for a detachment to march on this service. This, as soon as it was dark, was most effectually performed; and, about midnight, was beheld one of the grandest scenes of conflagration that imagination can form. Upon this occasion there were destroyed,

AT SOLIDORE,

1 ship of 32 guns, never at sea, completely rigged.

3 — 20 new

1 — 20 old

1 sloop 12

2 ships 16

1 — 30 just laid on the stocks, the keel and timber all burnt.

6 merchant ships, two of them new.

6 sloops.

AT ST. SERVAND.

1 ship of 50 guns on the stocks,

1 — 36

1 — 22

1 — 18

} King's ships.

62 merchant ships, and many small craft.

In the store-houses were great quantities of pitch, train oil, rosin, plank, deals, &c. &c., which were all consumed, together with every ship in the harbour, one only excepted, a privateer of thirty-six guns, which, being afloat, could not be got at. The damage done to the enemy on this occasion, was moderately calculated at 800,000*l.* exclusive of the advantage that consequently accrued to the British trade, by such a heavy stroke given to the enemy's privateers.

On the 8th, a battalion of foot-guards, commanded by Colonel Cæsar, was detached to Dol, a small city about twelve miles from St Malo. The Colonel had orders to reconnoitre the country, scour it of any of the enemy's parties, and to try to gain some intelligence. Colonel Cæsar met with no obstruction on his march; was politely received at Dol; paid for every thing the troops had, and returned to camp next day.

The

The general officers and engineers, having carefully reconnoitred the city of St Malo, found it a place of so much strength, as not to be carried by a coup-de-main, although incapable of holding out any length of time against a regular siege. From its situation and natural strength, however, it could resist any attack which they had time to form against it; for, before the heavy cannon and mortars necessary for such siege could be landed and transported to the army, and approaches and batteries made, a much superior army would undoubtedly be assembled against them. They therefore judged it expedient to return to Cancale-bay, and re-embark the troops as soon as possible.

The third Brigade, whom the Duke of Marlborough had left encamped on the heights of Cancale, had not been idle during the absence of the army; having, in this interval, erected a fortification for the whole to have retired to, in case of need. The ground on which it was erected, was most judiciously chosen; its whole extent did not exceed eleven hundred paces, in which was an entrenchment, two redoubts, a horn-work, and two batteries; the whole so masterly constructed, that the army could have re-embarked with the utmost safety, even if the enemy had assembled a much superior force to have obstructed them.

On the 10th, the army decamped from before St Malo, and marched to their ground within the lines at Cancale. On the 11th, the embarkation commenced; and, in the course of next day, it was completed. The loss to this time from the day of landing, did not exceed thirty men. The coast about Granville was next reconnoitred, and orders given for the grenadiers to complete their ammunition, and hold themselves in readiness to land; but this design was soon laid aside, the coast here being too much alarmed to hope for success, and the object too inconsiderable to risk the loss of men or time upon it.

The fleet, by reason of an adverse wind, was unable to leave the bay of Cancale before the 21st. After repeated attempts, they once more got to sea, where the troops were joined by
their

their reconvalesced men from the isle of Wight, under convoy of the *Ifis*, Captain Wheeler. On the 23d, the fleet made the isle of Wight; but the wind changing, they shaped their course once more for the coast of France; and, on the 26th, were close in with Havre de Grace. The flat-boats were ordered to be hoisted out, and every thing made ready for a descent. But, after the coast had been sufficiently explored by the Duke and the Commodore, it was found, that the enemy were so well prepared for resistance, that, on the 29th, the whole fleet bore away before the wind for Cherburg, where they came to an anchor, about two miles from the town. The enemy fired on the transports from several batteries, but did no execution. Every thing was now got ready for a descent; but a strong gale of wind springing up, and blowing directly upon the shore, occasioned so great a surf, that the landing of the troops became extremely hazardous, if not impracticable. The gale continued increasing, so that several of the transports drove from their anchors, and got foul of each other. The whole fleet was exposed to much danger; the provisions were almost expended, as was the hay for the horses; and the soldiers, from being too much crowded on board the transports, were beginning to grow sickly. These considerations induced the Commanders to defer the enterprize against Cherburg for the present, and return to England. Accordingly next morning, the fleet weighed anchor, and, on the 1st of July, arrived at Spithead; and, a few days after, the troops occupied their former ground at Newport. When the fleet appeared off Cherburg, the *Guirland*, a French frigate of twenty-two guns, was in the road; which, on the approach of our ships, had slipped her cable, and stood out for sea. She was immediately pursued by the *Renown*, who came up with, and engaged her for some time, and, on the *Rocheſter's* firing a few shot at her, she struck.

Thus ended the first part of the grand expedition to the coast of France. From the nature of such operations, the service performed was, in the opinion of the most sensible and best informed, as much as could be reasonably expected.

The blow now struck, might not be of any great consequence in

in itself, or be considerably felt by the enemy in any future operations of the war: but to us, as a commercial nation, the destroying of so many privateers and other ships, was a most important service; besides that this behaviour towards a galling enemy, raised both our councils and our arms very very high in the opinion of Europe, in the same proportion as those of France were lowered in it.

The nation had been put to too much expence, and the expectations they had formed from this armament were too sanguine, to let the remaining part of the summer pass unemployed by so fine a body of troops, as were once more assembled in the isle of Wight. The Minister was also of too active a disposition to give the enemy a moment's respite, while the season permitted of any military operation being pursued with any prospect of success. He lost no time, therefore: another descent on the coast of France was resolved upon; and the troops ordered to hold themselves in readiness to embark on the shortest notice.

Soon after the return of the army to England, Mr Secretary Pitt found, that it was absolutely necessary to reinforce the allied army in Germany, commanded by Prince Ferdinand of Brunswick, with a considerable body of British troops. The Duke of Marlborough was chosen to command them, and with him went Lord George Sackville, Major-General Waldegrave, the Adjutant and Quarter-Master-Generals, and one brigade of infantry from the isle of Wight, consisting of the twentieth, twenty-third, and twenty-fifth regiments of foot.

From the many accidents a littoral war is liable to, it is not to be wondered at, that so many general officers, well acquainted with the nature of this sort of service, declined the command of the army in the isle of Wight. After many had refused the honour, it was accepted of by Lieutenant-General Thomas Bligh, who was sent for from Ireland on purpose. This arduous task would have required an officer in the prime of life to superintend all its various branches; yet did this honest old veteran accept of the command without hesitation, from a most noble principle,—that, as a soldier, he had no
right

right to choose the service he was going upon ; but, at all times was in duty bound to go wherever the service of his country required, or where the King might be pleased to order him. General Bligh, however, was too far advanced in life for such a severe duty, and had never been employed in service similar to that which he was going on. Lord Viscount Fitzmaurice, (now Marquis of Lansdown), was appointed Adjutant-General, and Lieutenant-Colonel Robert Clarke, Quarter-Master-General. His Royal Highness Prince Edward, second son to the late Prince of Wales, embarked as a midshipman on this expedition, to exert himself in the service of his country, and to learn to command her navies, by the example of so accomplished an officer as Commodore Howe.

The squadron having been refitted and reinforced by the Montagu of sixty guns, commanded by Captain Rowley ; the troops were embarked, and, on the 31st of July, the fleet fell down to St Helen's. They weighed anchor next day, and stood right across the channel. On the 6th of August, they came to an anchor in Cherburg road, (See Note 132.), and were fired at from several of the enemy's batteries. From the time that the place had been threatened with an attack by the Duke of Marlborough and Commodore Howe, the enemy had been extremely busy in throwing up works to prevent a descent, and these were defended by a considerable body of regular troops, and all the militia of this district. The Commodore, having on board his Royal Highness Prince Edward, accompanied by General Bligh and the other Generals, reconnoitred the shore ; and a disposition was made for landing the troops. Early in the morning of the 7th, the fleet moved to Marais-bay, about two leagues to the westward of the town, leaving only a frigate and bomb-ketch to draw off the enemy's attention to that place ; and the Commodore having his pendant on board the Pallas, made the signal for the frigates, sloops and bomb-ketches, to range themselves along the bay, and for the troops, composing the first debarkation, to rendezvous under his stern. On the signal being made, the frigates, sloops and bomb-ketches, kept up a warm fire on the enemy's intrenchments ; who, not being able to
with-

withstand it, abandoned their works, and fled for shelter to an adjoining wood; but were presently drove from thence, by the commanding officer of the artillery directing the mortars in the bomb-ketches to be charged with pound-balls, which fell so thick, and did such prodigious execution among them, particularly among the cavalry, that they retreated out of the wood with the utmost precipitation, leaving the coast clear for the troops to land, who had, whilst this service was performing, embarked in the flat-bottomed boats, each of these boats having on board eighteen sailors, and fifty soldiers.

The boats were formed in four divisions, and conducted by Captains Duff, Rowley, Maplesdon and Paston, of the navy. About one o'clock, (on the enemy's flying from the wood), the Commodore made the signal for the troops to land; when the grenadiers and foot-guards, under the command of Major-Generals Mostyn and Dury, made good the landing with very little loss. On seeing the boats row for the shore, a few of the enemy returned to oppose the landing. These were immediately attacked with such vigour by the troops who first landed, that they fled behind the hedges; from whence they were presently forced to retire with considerable loss, and to fly up the country. They left a piece of brass cannon behind them on the beach.

By the evening, the whole of the infantry were disembarked; when the General ordered the army to encamp on a piece of ground near the village of Erville, whose extent did not exceed six hundred paces. This occasioned the greatest confusion; but, fortunately for us, the enemy neglected the favourable minute of attacking the army in the night. While cooped up in this wretched position, no front of any length could have been extended; and the troops, from their situation, must have fired on each other. The Duke of Richmond, sensible of the error that had been committed, marched his regiment a little to the left, where he drew them up in a proper manner, and which the whole might have done. In this position the army remained all night. The General gave out the most positive orders, that the inhabitants were on no account whatever to be molested;

ted; and that the strictest discipline should be observed by the troops.

Early in the morning of the 8th, the light dragoons and field artillery were landed; and the General receiving intelligence, that none of the enemy's troops were to be seen, formed the army into two columns, and began his march for Cherburg. The General entered the place without opposition, the enemy's troops retiring from the town and forts along shore, as he approached.

As soon as the town and forts were properly secured, the army was encamped on a contiguous rising ground. No time was lost in setting to work to destroy what was finished of the basin, with the two piers at the entrance of the harbour; to render the harbour itself useless for ships of burden; and to demolish all forts, batteries, magazines, and stores.

On the 15th, this service was completely executed; when the fatal blast was given, which reduced Cherburgh once more to a very insignificant place. One hundred and seventy-three iron cannon, and three mortars, were destroyed. Twenty-two brass cannon, and two mortars of the same metal, were, with the colours, taken, and sent to England. These were drawn from the Royal Palace at Kensington, quite through the city of London, to the Tower, with great pomp; an exhibition highly pleasing to the people. General Bligh brought away hostages for the payment of a contribution of 3000l.; but Government sent them immediately back, without demanding the money. The shot and shells were sunk, or brought away. Twenty vessels were found in the harbour. On board two of these the brass cannon and mortars were put, and brought to England. The remaining eighteen were either burnt, or filled with stones, and sunk across the entrance of the harbour, to choke it up.

The enemy had now assembled a very considerable force in the neighbourhood, and our out-posts had frequent skirmishes with their parties. A detachment of our light cavalry fell in with a patrol of the enemy's, attacked them, and drove them off; Captain Lindsay, who commanded the party, was mortally wound-

wounded. The loss was of itself very considerable, as he was justly looked upon to be among the best cavalry officers in the service.

On the 16th, the army re-embarked without molestation. The loss, from the day the army landed to this time, amounted only to twenty men killed, and thirty wounded.

The destruction of the basin of Cherbourg, was rather a mortifying, than a severe blow to the French, as they had for some years neglected the works here. The harbour, when finished, would have admitted a ship of fifty guns: and the plan of making it a port, may some time or other be resumed, when the Government can spare money to carry it into execution; which, in case of another war, might be of great service to them, and become a very dangerous and formidable neighbour to Great Britain.

On the 17th, the fleet sailed for England; and arrived, on the 19th, in the road of Portland. All was now done that could be expected this campaign. The whole of the enemy's coast was now alarmed, and large bodies of troops were collected, in different parts, to oppose a descent, or cut off our retreat; add to these, the advanced season of the year, the army considerably lessened since the beginning of the campaign, by the brigade sent to Germany, and the numbers that were now sick on board. Better, therefore, had it been, if they had stopped here; as, had they done so, and disembarked the troops, their triumph had been complete. The burning of the ships and storehouses at St Malo, the destruction of Cherbourg, and the alarming the whole coast of France, which undoubtedly prevented them from marching so large a body of forces into Germany as they intended, were such important services, that they sufficiently answered the intention of the enterprize. But a third attempt, under circumstances such as we have described, and with an inconsiderable body of troops, was giving the enemy a fair opportunity of balancing accounts with us, which they in some measure did at St Cas.

While the fleet remained in Portland road, they were employed in taking refreshments on board. On the 31st of Aug-

gust, they sailed again for the coast of France; and on the 3d of September, came to an anchor in the bay of St Lunaire, on the coast of Brittany, about two leagues to the westward of St Malo. The next day, the army landed without opposition, and encamped about half a mile from the shore.

The sole view General Bligh could have in landing here, was the taking of the city of St Malo, it being the only place of any consequence in the neighbourhood. This design appears the more extraordinary, as the town was now in a much better posture of defence, than when the Duke of Marlborough, with a much superior army, in the middle of summer, had found his force unequal to the enterprize. Besides, the rapid river Rance was now between the army and the town, which must be crossed before St Malo could possibly be invested. The public were never informed of any reasons which might induce General Bligh to make an attempt on St Malo at that time, with any prospect of success. But to proceed.—

On the 5th, the General having been informed, that, in time of peace, there had often been at St Briac, a small port in the neighbourhood, near three hundred ships, he detached five hundred men, under the command of Lieutenant-Colonel Sir William Boothby, to destroy them. But on his arrival, Sir William was much disappointed, as he only found thirteen vessels great and small, which he burnt, and returned to the camp in the evening.

While Sir William Boothby was on this service, the Commodore, with the Prince, came on shore, and, along with the General Officers, reconnoitered the whole western shore of the river Rance, to try if it was possible to attack St Malo on that side. They found the west bank extremely well fortified, and defended by a numerous body of troops: of course, they were much interrupted while on this service by the enemy's cannon, a shot falling within a yard and a half of his Royal Highness. The Commodore assured the General, that, from the dangerous situation of the harbour, it being an entire chain of rocks, he could give him no assistance from the men of war or bomb-ketches. On this assurance, the design against St Malo was given

up. The weather now became so very bad, that neither the Prince nor Commodore could get on board, and were constrained to put up with very indifferent quarters that night. Next day (the 6th), a Council of war was held, at which the Commodore assured the Members, that from his observations and knowledge of the coast, he could give no assistance to bombard the town, without hazarding the loss of all the men of war: and further, that it was not safe to embark the troops in St Lunaire bay, as, from the foulness of the bottom, should it blow fresh, the whole fleet would be exposed to the utmost danger; and that therefore it would be necessary to remove the fleet to the bay of St Cas, and to march the army round to that place.

In consequence of this, the army marched next day (the 7th), for Pont Briant. During the march, small parties of the enemy annoyed the army from hedges and woods. These were easily dispersed; but they wounded two officers and ten men.

The army encamped near the river Plancoet, which they were to ford next day, as soon as the tide permitted; at which time the enemy appeared in considerable bodies on the opposite bank, as if resolved to defend the passage.

On the 8th, the army crossed the river, wading up to their middles. The enemy fired briskly while the army was fording the river, but fled as soon as it had gained the opposite shore.

On this occasion we had an officer and ten men killed, and a good many soldiers wounded. In the afternoon, the army encamped near the village of Guildo; and on the 9th marched for Matignon. This day, the advanced guard was attacked by five companies of French grenadiers. These were speedily repulsed and forced to retreat, having, in this rencounter, near two hundred men killed and wounded. In the afternoon, the army encamped near the town of Matignon. Our loss this day was thirty men killed and wounded.

During the night, one of our advanced posts took a French dragoon prisoner, who gave the General the following true, but disagreeable intelligence—That eleven battalions of infantry, and five regiments of cavalry, with ten pieces of cannon and two mortars, under the command of the Duc D'Aiguillon, were en-

camped within three miles of us, and intended to give us battle next morning. Upon receipt of this intelligence, a Council of war was immediately held, where it was resolved, that as the enemy's strength was so much superior to the British, a retreat should take place early next morning to St Cas bay, and the troops be re-embarked as fast as possible. An officer was immediately dispatched to Commodore Howe in St Cas bay, only a league and a half off, to acquaint him of this resolution. The Commodore, on receiving this information, issued the necessary orders for the reception of the troops; and, as soon as it was day-light, made a most masterly disposition of his frigates and bomb-ketches along the bay, for covering the retreat of the army. The enemy's design was to get between the bay of St Cas and our troops; which they certainly would have effected, had not the bad roads, and the bringing up of their artillery, prevented them; as, at this time, we gave them every advantage they could wish for. When a General means to retreat before a superior force, or steal a march upon the enemy, he decamps as silently as possible. On the present occasion, however, a very different conduct was followed. Early in the morning, General Bligh ordered the generale to be beat. Our drums alarmed the enemy, who instantly repeated the signal, struck their tents, and followed us; which otherwise, perhaps, they would not have done quite so early in the morning, as their army, which had been collected from the extremities of the province of Brittany, was very much fatigued by forced marches through bad roads. As soon as it was light, our army began its march towards St Cas bay; and although preceded by a large corps of pioneers, and the distance only a league and a half, it was nine in the morning before they reached the heights above the village. The marching off by beat of drum, was not the only error committed on this occasion: for, instead of ordering the regiments to embark immediately on their arrival, the re-embarkation commenced with the field artillery and light-cavalry; whereas, both cannon and horses should have been sacrificed on this occasion, and either totally abandoned, or, at least, (if time and circumstances admitted of its being done without hazard-
ing

ing a great loss of men), they ought to have been the very last to embark. From the short notice, too, that was given, it was impossible to have all the transport vessels ranged near the frigates; a circumstance that ought certainly to have been attended to: and orders should have been given, that instead of the boats rowing, in order to put the soldiers on board of their particular ships, many of whom lay at a great distance; they should have been put on board the ships nearest the shore, by which a great deal of time would have been saved. Captain Duff of the Rochester superintended the re-embarkation of the army, assisted by Captains Rowley, Maplesden, Paston and Elphinstone; and notwithstanding the impediments they met with, such was the activity of the sea-officers and sailors, that, by eleven o'clock, two thirds of the army were on board. About this time, a large body of the enemy's cavalry made their appearance on the top of the hill above the village of St Cas, and, soon after, a much larger one of infantry near the Wind-mill.

It was a point determined on, between the land and naval Commanders, that the troops should remain between the trench thrown up along the shore and the beach; so that, in case the enemy's troops should descend the hill to attack them, they might be exposed to the whole fire of the frigates, (now ranged along the bay for covering the re-embarkation,) without any object intervening. About half an hour after eleven, the enemy made a motion to descend the hill, but received such a violent fire from the ships, that they were forced to retire to their former ground with considerable loss. They soon after opened a battery of six pieces of cannon near the Wind-mill, which played incessantly on the troops and boats, and did great execution. They now made a second effort to descend the hill; when the frigates renewed their fire, and the enemy lost many men. At last, however, they got possession of a hollow way, and a wood, which for some time covered them; but the incessant and well directed fire from the shipping, and the bomb-ketches throwing showers of pound-balls from their mortars, soon dislodged them, and compelled them once more to retire to their former ground. At twelve o'clock, they opened a battery of cohorns from behind

a hedge to the right of the Wind-mill; but the fire from the frigates was so well directed against it, that only two of all the shells they threw did execution. The enemy, as their troops arrived, began to extend themselves to the right and left, and once more tried to descend the hill.

After much loss, they got possession of the village of St Cas, which is situated midway between the heights and the beach. The British force on shore, at this time, did not exceed eleven hundred men, and consisted of part of the foot-guards and the grenadiers of the army, commanded by Major-General Dury, who, on this occasion, did not shew that happy coolness and presence of mind, which was to be expected from one so very expert upon the parade as he was. He unfortunately observed the enemy to march a corps of at least fifteen hundred men into a wood, on the left; on which he immediately ordered Lieutenant-Colonel Forrester† to march with three hundred men of the third regiment of guards, and dislodge them. This strange order, which was diametrically opposite to what had been concerted with the Commodore, was of infinite use to the enemy; for as soon as Colonel Forrester began his march up the hill to attack the enemy in the wood, the naval officers on board the frigates which covered the embarkation, and who were remarkably attentive to all our motions, observing that this detachment would interpose between their fire and the enemy, ordered their ships to give over the cannonade. The error was perceived, when too late to be remedied. Colonel Forrester was recalled, and the shipping instantly recommenced their fire; but the French had seized the lucky moment; and, during the fatal interval of the naval cannonade, kept pouring down in great numbers from the village of St Cas, to attack the troops which were now remaining on the beach. It was here that Lieutenant Colonels Clavering, and Lord Adam Gordon, at the head of their respective grenadier companies, so greatly signalized themselves; and their example was followed by many others, who, by their bravery, prevented the enemy for a considerable time

from

† The Author had this information from Colonel Forrester himself.

from being able to get out of the hollow way, till being overpowered by their superior numbers, they were forced to retire to the beach. At this time the sailors were observed to shew signs of fear, by discovering a reluctance to row in with the boats, and bring off the troops; whereupon, the Commodore, who was quite collected amid this scene of carnage, reproached his men, and ordered his own boat to be rowed into the thickest of the fire. He brought off several soldiers himself*, standing upright in his boat. His example so animated his sailors, that the tokens of fear which they had shewn, instantly vanished: they now cheerfully followed their leader through every danger, and brought off many officers and soldiers, who must otherwise have either been killed or made prisoners.

All the ammunition of our soldiers was now expended, which, from an unparalleled neglect, was far from being complete in the morning; whereupon, unable any longer to withstand the enemy's numbers, they dispersed and fled. Part plunged into the water and endeavoured to reach the boats by swimming, in which attempt many perished. Part took to a rock on the right of the bay, where a considerable number were saved by the boats. It was here that brave Sir John Armitage was killed. As the enemy had now entire possession of the beach, and still kept firing on our men, who were no longer able to make any resistance; the Commodore made the signal for the ships to cease cannonading, when the enemy immediately gave quarter to the troops. General Dury having been wounded, took to the water, and was never more heard of. Colonel Lord Frederick Cavendish, with many other officers of distinction, were wounded and made prisoners. His Royal Highness Prince Edward was on shore when the attack began, and behaved with the greatest spirit and resolution; insomuch, that

M 4 the

* So when the Grecians to their Navy fled,
High o'er the trench, Achilles rear'd his head:
Greece, from one glance of that tremendous eye,
Strait took new courage, and disdain'd to fly:
Troy saw aghast the living lightnings play,
And turn'd her eye-balls from the flashing ray.

the Commodore, thinking that he exposed his person too much, was necessitated to command him to go on board.

The following return is allowed to give the most exact account of the loss of the British army and navy on this occasion.

Men.

Officers of the Army, killed, wounded or prisoners,	-	37
——— of the Navy, ditto, ditto,	-	5
Sejeants, drummers, and rank and file of the Army		
killed, wounded or made prisoners,	-	750
Seamen, ditto, ditto,	-	30

Total, 822

The Captains Rowley, Maplesden, Paston and Elphinstone of the Navy, who assisted Captain Duff to superintend the re-embarkation of the troops, were made prisoners, and the first of whom was slightly wounded.

The Commodore wrote the following letter to Mr Secretary Pitt.

“ Essex, off St Cas Bay, September 12th, 1758.

“ SIR,

“ IN my letter of the 7th, I had the honour to inform you of the movement of the fleet from St Lunaire to this bay.

“ The re-embarkation having commenced, at the Lieutenant-General’s request, upon his arrival with the troops on this shore yesterday morning; the first corps were taken off without any considerable interruption from the enemy. But in their attack upon our rear-guard, the Captains Rowley, Maplesden, Paston, and Elphinstone (commanding under Captain Duff, the different divisions of flat-boats), waiting to embark with the grenadiers, were made prisoners. My own observation of the very resolute behaviour of these Captains, and Captain Duff, being confirmed by the report of the land-officers concerned in that service, I cannot omit this notice of it.

“ The other particulars of our loss, respecting officers and

“ men

“men belonging to the ships of war, is added in the list annexed. Judging the anchorage on this part of the coast nowise proper for the fleet to remain at this season of the year, till the further supplies provided could be taken on board, if not sent for, and the troops put again in a proper state for service, I am therefore preparing, with the Lieutenant-General’s consent, to return, for that purpose, to any such port as I may be able most conveniently to gain in England. And I am, &c.

“HOWE.*

“P. S. His Royal Highness, who was pleased to be present at the embarkation, continues in perfect health.

Ships.	Officers killed, wounded, or prisoners.	Seamen killed.	Seamen wounded.
“Essex,	- - -	1	1
“Rocheſter,	Mr Sommerville, ſecond Lieutenant “killed, one Midſhipman wounded.	7	11
“Portland,	Captain Mapleſden, priſoner; Mr “Lindſay, Midſhipman, wounded,	—	—
“Montagu,	Captain Rowley, ſlightly wounded, “and priſoner.	—	2
“Jaſon,	Captain Paſton, priſoner.	—	1
“Salamander,	Captain Elphingſtone priſoner.	—	—
“Speedwell,	—	—	2

“Total, 1 17”

The enemy did not purchaſe this victory at a cheap rate. Their loſs was never exactly known; but, from the fire of the troops, and the ſhot and ſhells from the ſhips, it muſt have been very conſiderable.

Thus ended our expeditions to the coaſt of France; the moſt expenſive, as well as a very uncertain method of making war

* While on this ſervice, the Honourable Richard Howe ſucceeded his brother, George Auguſtus Viſcount Howe, (who was killed in America,) in title and eſtate.

war. The success of the two first expeditions this summer, had raised great expectations in the minds of the public: this unexpected check, therefore, was extremely mortifying to them, and made a great impression on their minds. It is common with the vulgar, to rate military merit only by the success that accompanies it. Thus, the Commander-in-Chief, who was the hero of the nation while at Cherburg, had now fallen in their opinion, and his conduct subjected to very severe animadversions for his misfortune at St Cas. This disaster greatly elevated the French, who filled all the foreign gazettes with the most exaggerated accounts of our defeat. Indeed they had cause so to do, in order to afford some consolation to their nation, whose trade was in a great measure ruined by the British navy, and whose coasts had for the whole summer been insulted with impunity. But in fact, this action at St Cas could only be called at most the cutting off a rear-guard; and, considering the nature of a war of this sort, the British nation had great reason to congratulate themselves that their loss was so inconsiderable. The enemy's coasts were not destitute of troops, as was the case in Autumn last year; for, besides the army under the Duc D'Aiguillon in Brittany; a strong force had been assembled in the neighbourhood of Cherburg; and the French Generals were severely censured, for allowing the British army to retire from that place unmolested. This little affair dispirited the British nation much more than it ought. Their expectations were too sanguine; and more blame was thrown on General Bligh than he deserved, whose chief fault on this occasion seems to have arisen from his being lulled into a fatal security, that the enemy were incapable of mustering a force sufficient to oppose his march, or interrupt his operations. Had General Bligh pursued his route to the heights of St Cas by forced marches, and there erected some works, to cover the retreat of his army while re-embarking, in all probability the loss sustained would have been very trifling.

The spirit with which the operations of Britain were carried on this campaign, seemed to insure success; while the good intelligence which the Minister obtained of the enemy's designs, enabling

enabling him to counteract them, before they were ripe for execution. The enemy were far from idle, and intended to have detached squadrons from the ports of Brest, Rochefort, and Toulon, to the aid of Louisburg, (See the last part of Note 137.); where, if they had united, they would have formed a fleet nearly equal to that under Admiral Boscawen. But this junction was happily prevented, by the activity of Admiral Osborn in the Mediterranean, and of Admiral Hawke off the Isle of Aix.

The fleet under Lord Anson consisted of twenty-two ships of the line, and eight frigates (See Note 133.) His Lordship proceeded, as we have already observed, to block up the harbour of Brest, and the French ports on that side, with a view to prevent them from sending out a squadron to interrupt the operations of the fleet under the command of Commodore Howe. Soon after he got to his station, Admiral Hawke was seized with a fever, and obliged to return to England. On this, his Lordship formed his fleet into three divisions; Captains Cornish and Geary being appointed Commodores, with broad pendants. He likewise detached small squadrons to annoy the enemy's trade; which being now reduced to a very low ebb, these had little success.

The Alcide, and Thames, with the Folkestone cutter, on the 22d of June, being on a cruize off Ushant, gave chase to a French frigate. The Thames got up with her about one in the morning of the 23d, and began a close engagement, which lasted till four; when the enemy run among some rocks near to Ushant light-house, and by that means made her escape. Captain Colby was the only person hurt on board the Thames, being wounded by a musket-ball in the left eye-brow. The Alcide could be of no use in this action, it being too near the shore for her draught of water.

Lord Anson, with the squadron under his command, came to an anchor in Plymouth sound the 19th of July, where he was joined by Rear-Admiral Holmes, who hoisted his flag on board the Ramillies. And having taken on board water and provisions, sailed again on the 22d to his former station.

On the 12th of September, the Shrewsbury, Unicorn, and Lizard, being on a cruize, gave chase to a number of small French coasting vessels, under convoy of the Thetis and Calypso frigates, and an armed snow, working between the passes of Fontenoy and Toulinguet, where our ships could not reach them. Captain Hartwell, however, greatly exerting himself, run all risks to cut some of them off; and had the good fortune to get between the frigates with part of the convoy, and the pass of Toulinguet. On this they stood for the south shore. Captain Hartwell came up and engaged the two frigates near two hours, when the Thetis sheered off, and run for the mouth of the river Poul Davit. A little before dark, the Calypso, with about twenty of the small craft, run on shore at Point de Leven, where it is probable she was soon destroyed by the swell of the sea, she lying upon a large heel; and striking very hard upon the rocks, with all her rigging shot to pieces. The Lizard had only one man killed, and eight wounded.

Rear-Admiral Saunders joined the fleet the end of August, and hoisted his flag on board the Neptune. The three Admirals continued cruising till the middle of September; by which time Commodore Howe had finished his campaign on the coast of France; when Lord Anson, and Rear-Admiral Holmes, with the greatest part of the squadron returned to England, leaving the remainder under Admiral Saunders, to block up Brest, and to endeavour to intercept the French squadron, then expected to be on its return from Quebec. He was not so fortunate as to fall in with them. He, however, continued cruising till the middle of December, when he returned to England with the squadron.

CAPTURES, &c. BY CRUISING SHIPS.

THE Adventure armed ship, of eighteen guns, six pounders, commanded by Captain John Bray, being in Dungeness road on the 1st of January, saw a large snow reach in for the Nefs; on which, he cleared ship, and made ready for action. About

two in the afternoon he cut his cable, and soon after the action began. Captain Bray, apprehending the enemy had a design of raking him, put the helm hard aport, which had the effect intended, of laying the enemy's ship athwart hause, their bowsprit coming in between the Adventure's main and mizen-masts. Captain Bray himself, and the pilot immediately passed the end of the mizen top-sail-sheet through the enemy's bob-stay, and made it fast; but fearing that should not be strong enough to hold them, they passed a hawser three times round their bowsprit and the capstern, on the Adventure's quarter-deck. The action now depended entirely on the small arms, which was very smart for near an hour; when the enemy struck. She proved to be the Machault privateer of Dunkirk, mounting fourteen guns, nine-pounders, with one hundred and two men; forty whereof were killed and wounded in the action. On board the Adventure there was only one man killed, and two wounded. In reward for this gallant action, Captain Bray was soon after made a Post-Captain.

The Hussar, of twenty-eight guns, and two hundred men, commanded by Captain John Elliot, being on a cruize, about forty-five leagues to the westward of the Lizard, on the 8th of January, at day-break, saw a French privateer about two or three gun-shot from him, to which he immediately gave chase, but did not come up with her till near three in the afternoon, when she brought to. A very warm engagement now commenced, which continued for an hour and three quarters, when the enemy struck, having eight feet of water in her hold, five guns dismounted, fifty-two men killed, and thirty-seven wounded, her main and mizen masts gone, and the foremast so much damaged, that it fell overboard next morning. She proved to be the Vengeance of St Malo, mounting thirty-two guns, twelve and nine pounders, about twenty swivels, and had, on the *rolle de l'équipage*, three hundred and nineteen men. On board the Hussar were six men killed, and fifteen wounded. The prize was purchased by Government, and added to the Royal Navy, by the name of the Vengeance, and where she performed some good services in the course of the war.

Captain

Captain Elliot, when on another cruize, took the *Heureux Malouin*, from Martinico for St Malo, mounting twenty-two guns, and manned by seventy men; laden with two hundred and forty-seven hogsheds twenty-one tierces and fifteen barrels of sugar; ninety-four hogsheds fifty-one tierces forty-seven barrels and one hundred and fifty-nine bags of coffee; sixteen bales of cotton; a case of cocoa, and a cask of indigo.

The *Windfor*, commanded by Captain Samuel Faulknor, on the 14th of March, took the *Pacifique*, belonging to the French East India Company, laden with coffee, &c. from the Isle of France. On the 17th of April, he fell in with two French frigates, conveying three store-ships. The former made an appearance as if they meant to stand an engagement; but as soon as Captain Faulknor got within three gun-shot of them, they made all the sail they could from him. He pursued; but perceiving they greatly outailed him, he desisted from following them, and made after the store-ships. As they steered different courses, he could only take one, viz. the *Grand St Pierre*, of four hundred tons, laden with provisions, and one thousand stand of small-arms, bound for Quebec. The *Baden*, another of these store-ships, of nearly the same burden and lading, was taken by his Majesty's ship the *Alcide*.

The *Stirling Castle*, *Essex*, and *Lowestoffe*, took two French ships; one, of three hundred and fifty tons, mounting twenty guns, having on board sixty-one seamen, and twenty soldiers; the other, of three hundred tons, mounting eight guns, having on board twenty-three seamen, and nineteen soldiers; both laden with provisions for Louisburg.

The *Vanguard*, *Biddeford*, and *Dolphin*, took a privateer belonging to Bayonne, of twenty-two guns; and a ship richly laden from St Domingo.

The *Brilliant* and *Coventry* took a French ship from St Domingo, and another from Cape Breton.

The *Dunkirk*, commanded by the Honourable Captain Digby, took three French ships, viz. two from Rochelle for Louisburg, and one from Port Louis to St Domingo.

On the 29th of May, Captain Pratten, of his Majesty's ship *Intrepid*,

Intrepid, being on a cruize, with a small squadron, to the westward, about three in the afternoon, descried a sail to the S. W. and immediately made the signal for the Dorsetshire of seventy guns, commanded by Captain Denis, to chase; and soon afterwards, perceiving the sail to be a large ship, he ordered the Achilles, commanded by Captain Barrington, after her, and then followed with the rest of the squadron. About seven in the evening, the Dorsetshire came up with the chase, and immediately began a very close engagement, which continued with great briskness till near nine o'clock; but on the Achilles coming up, and firing a few shot, the enemy struck, and proved to be the Raifonable, a French ship of war, of sixty-four guns, and six hundred and thirty men, commanded by the Prince de Mombazon, Chevalier de Rohan. The enemy had sixty-one men killed, and one hundred wounded in the action. The Dorsetshire had fifteen men killed, and twenty wounded. The Raifonable being quite a new ship, was purchased by Government, and added by the same name to the Royal Navy.

The Torbay, commanded by the Honourable Augustus Keppel, took the Rostan, a privateer of Bourdeaux, of twenty-six guns, and three hundred and twenty men; twenty-six of whom were killed, and many wounded, before she struck. On board the Torbay, three men were killed. The Frenchmen on board this privateer, had devised a new and curious stratagem to save her. They concealed ninety men in the hold: when the few that are usually put on board to navigate prizes into port should be at a distance from the captors, these concealed men were to rise and overpower them, and retake the vessel: luckily, however, being too eager to put their scheme into execution, they were discovered, and disappointed in their intention. The Rostan, being a remarkably fine ship, was purchased by Government, and added to the Royal Navy, by the name of the Crescent.

Captain Keppel, with some other ships under his command, took four French store-ships, all bound for Canada.

The Brilliant, commanded by Captain Hyde Parker, took the la Nymphe, privateer of Granville, of twenty guns, and one hundred

hundred and sixty men: and the *La Vengeur* privateer, of Dunkirk, of twelve guns, and ninety men.

The *Alcide*, commanded by Captain Douglas, took the *Amphitrite* from St Domingo for Bourdeaux, having a very rich cargo on board: and, in company with the *Acteon*, Captain Ourry, took the *Robuste*, a French ship, armed en flute, of twenty-four guns; having on board six twenty-four pounders; twelve eighteen pounders; six iron mortars; three thousand bomb-shells of thirteen inches diameter; a great quantity of cordage, canvas, flour, and many other stores for the French squadron at Cape François in Hispaniola.

The *Lizard*, Captain Hartwell, being on a cruize off Brest, on the 2d of October, fell in with *L'Heroine*, and *Le Duc d'Hanover*, two French corvettes, and engaged both of them for upwards of an hour, when the former (the largest) made all the sail she could for the rocks near the opening of the passage of Fontenoy. Captain Hartwell then directed his whole fire to the latter, who struck, after engaging half an hour longer: she mounted fourteen guns.

The *Southampton*, Captain Gilchrist, took, after an obstinate engagement of three hours, the *Caumartin* privateer, of Dunkirk, commanded by Jean Baptist de Cock, new from the stocks, of two hundred and eighty tons, mounting sixteen six-pounders, many swivels and musquetoons; and had on board one hundred and forty-seven men. She had a ransomer on board for twelve hundred guineas. Captain Gilchrist likewise took a privateer of twenty guns, and two hundred and ten men, belonging to Bayonne, who struck without firing a gun.

The *Isis*, Captain Wheeler, took the *Touraine*, from St Domingo for Rochelle; and, in company with his Majesty's ship the *Vanguard*, Captain Swanton, a Dutch ship of four hundred tons, laden with sugar, &c. from St Domingo. Captain Wheeler likewise took the *Rhinoceros*, a French ship of war, of seven hundred tons, thirty-six guns, and three hundred men, from Quebec; but being very leaky, he took the crew out, and set her on fire.

The *Falmouth*, Captain William Brett, took the *La Moreffe*
de

de la Rochelle, from St Domingo, laden with sugar, coffee, and indigo. While the two grand expedition fleets were fitting out at Portsmouth, the French Ministry were extremely anxious for intelligence concerning them; and some persons were apprehended at the camp in the Isle of Wight, on suspicion of being spies. A few days after, a privateer of eighteen guns appeared off St Helen's road (May 25th), fired three guns, and sent a boat on shore; but no person answering their signals, the boat returned immediately on board again. The privateer then stood towards Spithead, where, by way of finesse, she saluted the Admiral under English colours, then stood off again, and fired five guns more, supposed to be a signal for some spy to come off to her. This strange conduct creating a suspicion that she was an enemy, the Admiral made the signal for a frigate to slip and pursue her; on perceiving of which, she set all the sail she could, and endeavoured to escape. Just at this time, the Lowestoffe, Captain Haldane, was coming up to St Helen's from the Downs; and the frigate in chase making the signal of an enemy, the Lowestoffe intercepted and took her: she made no resistance, having thrown all her guns overboard to make her sail faster. The Lowestoffe took a large French ship from St Domingo, with a valuable cargo.

His Majesty's ships Dolphin and Solebay, commanded by Captains Marlow and Craig, being in Leith road, and receiving intelligence that a French privateer, called the *Marshal de Belleisle*, of forty-four guns, and five hundred men, was cruising off the mouth of the Frith of Forth; on the 21st of May failed in quest of her, and, on the 26th, about seven in the morning, got sight of her off the Red-head. They immediately gave chase. About eight, the Dolphin got up with her, and began a close engagement, which continued about an hour and a half; at which time the Solebay came up, and began also to engage. The action continued till near twelve o'clock, when the enemy having greatly damaged the rigging of both ships, made sail, and sheered off. The British ships gave chase, but were too much disabled to come up with the enemy. The privateer was commanded by the famous M. Thurot, of whom we shall have

frequent occasion to speak in the course of this work. He had taken many vessels on the Scots and English coasts, and behaved with such a degree of politeness and humanity to his prisoners, as is seldom experienced from one of his station. By the master of an English vessel, who was a prisoner on board the privateer at the time of the action, it was learnt, that the enemy had eighty men killed and wounded. The Dolphin had one man killed, and fifteen wounded. The Solebay had five men killed, and thirteen wounded; among the latter, was Captain Craig.

The Antelope, Captain Thomas Saumarez, being at an anchor in King-road, on the 31st of October, received intelligence that a French man of war was lying at anchor off the island of Lundy; on which he weighed, and, although the wind was contrary and blowing hard, he beat down the Bristol channel, and next day saw her at anchor below Ilfracombe. The enemy, on discovering the Antelope, weighed and stood towards her: when about the distance of a mile, they hoisted their colours, and seemed prepared to engage, but soon after hauled them down. As soon as the Antelope got within gun-shot of the French ship, she fired a shot at her; which the enemy not returning, Captain Saumarez sent his first Lieutenant on board them to know if they had struck; but, the boat not returning so speedily as he wished, he bore down under her stern, and hailed to know if they had surrendered, when he was answered they had. She proved to be the *Belliqueux*, of sixty-four guns, and had on board four hundred and seventeen men. She was one of M. du Chaffault's squadron from Quebec, that fell in with Admiral Boscawen's fleet on the 27th of October. She had furs on board to a very considerable amount; and was purchased by Government, added to the Royal Navy, and the command of her conferred on Captain Saumarez.

The Dublin, Captain Rodney, on her passage to North America, took the Mount Martin, a French East India ship homeward bound, of great value.

No sooner was the campaign on the coast of France over, than another conjunct expedition was formed by the Minister

to distress the enemy's colonies in the West Indies. A powerful squadron under the command of Captain Robert Hughes, was equipped for this service; and a considerable body of land-forces, under the command of Major-General Hopson, embarked on board transports, and sailed from Spithead the end of November. But as the account of this expedition falls more properly in with the year 1759, it shall there be fully treated of. The British privateers and letters of marque were very successful, many of the prizes they took being of great value. But the enemy's trade had suffered so much last year, and the beginning of this, that they were obliged to fall on various schemes to supply their colonies with necessaries, and to bring home their produce. From the tempting offers held out by the French merchants, the Dutch were induced to become their carriers, and, for some time, supported, by their assistance, the expiring commerce of France. It is impossible to enumerate all the considerable captures which were made this year. The most valuable cargoes were in Dutch bottoms; most of which, with many of the vessels, were condemned as lawful prizes in the Court of Admiralty, at London. This spirited conduct of the Ministry, in directing the British cruizers to take all neutral vessels they found assisting the enemy, or carrying the produce of their colonies, was the occasion of much altercation between the British Court and their High Mightinesses. The Dutch still persisted in this illicit commerce, as, when they happened to be so fortunate as to arrive safe, their profit was very great. Yet, from the number of ships which were condemned, their nation must have been considerable losers in the end.

The enemy had no great success in making valuable prizes in Europe, those that they did take being chiefly coasters.—They indeed took the Carnarvon East Indiaman, but she was soon after retaken. But they gave the British trade a severe blow in America, by intercepting the homeward-bound fleet from South Carolina, escorted by the Winchelsea frigate, which they took, together with thirty-four of the ships under her convoy. The rest of the fleet dispersed, and some of them

escaped. This piece of good fortune, together with the destroying of his Majesty's ships Triton and Bridgewater at Fort St David's in the East Indies, and the taking of the Stork sloop of war in the West Indies, were all the captures, of any consequence, the enemy could boast of. The whole number of vessels taken by the enemy this year, amounted to three hundred and thirteen, among whom were seven privateers. The balance, however, was greatly in favour of Britain; for, exclusive of the men of war taken and destroyed, they took forty-nine stout privateers and armed merchantmen; one hundred and four French trading ships, and one hundred and seventy-six neutral ships, having French property on board; most of which proved extremely beneficial to the captors.

1759.

IF defeating the most formidable designs of an active enemy bent upon the destruction of this country, and a recital of the most glorious and important successes, can give pleasure to the reader, there are few parts of the annals of Great Britain, that can be compared with the transactions of this year. They afford a lesson of the greatest consequence to the welfare of this country, and cannot fail to convince the world, that, with unanimity at home, a Minister of abilities possessing the confidence of the people, a right choice of commanders, and the national strength exerted and directed against proper objects, we are not only capable of defeating the most dangerous designs of our natural and implacable enemies, but able to annoy them in every part of the globe; while, at the same time, we can grant ample protection to our own subjects, and assistance to our allies.

The enemy were so sensibly affected by the losses and defeats they sustained last year, that they resolved to repair them, and if possible, wipe out the disgrace they had suffered from the repeated descents we had made on their sea coasts, and to retaliate on us, by invading Great Britain or Ireland. As they
could

could not fail remembering to what a miserable condition we were reduced in the year 1756, and the consternation that their threats of an invasion then created in the kingdom, they resolved to repeat the same artifices in the year 1759. Indeed they were drove to the expedient of making Great Britain or Ireland the theatre of the war, as the only means left them of retrieving their affairs; and, from the immense preparations they were every where making for this enterprize, they hoped to occasion such a panic among the people of England, as would effectually prevent the Minister either from assisting our German allies, or our American colonies; and, by obliging us to fix our sole attention at home, to disable us from prosecuting any schemes we had projected against their settlements in the West Indies, or North America.

Notwithstanding the immense force with which Great Britain was threatened to be attacked, all the designs of the enemy were rendered abortive. The case was now very different, from what it had been in the year 1756. The spirit of the nation was now roused, and the people were no longer in such a wretched state of imbecility, as to be intimidated by menaces. The greatest confidence was placed in the abilities of Administration; who seemed so little to fear the threats and mighty preparations of the enemy, that they not only sent succours to the allied army under the command of Prince Ferdinand of Brunswick; to our colonies in America and the West Indies, and our settlements in the East Indies; but dispatched a very powerful armament, very early in the spring, against Quebec; while the enemy, appeared resolved to exert and collect the whole of their naval force in seconding their intended invasion of the British dominions in Europe, neglected to send out any squadron to prevent the province of Canada from falling under the dominion of Britain.

From the extraordinary exertions made by Great Britain to carry on the war in America, the French Ministry flattered themselves, that the coasts of Britain and Ireland were in a great measure left defenceless; and boasted, that we had not ships to form a squadron of sufficient strength to face the fleet

they were preparing at Brest. They made no secret of their intentions of an invasion, which they gave out, was to be made on Ireland, England, and Scotland, at the same time. For putting in execution their design against the first mentioned kingdom, they assembled a large body of troops at Vannes, in Lower Brittany, under the command of Duc d'Aiguillon, Governor of that province. These were to be embarked on board transports, a great number of which they had collected in the Morbihan for this purpose, and which were to be escorted to their destination, by the combined squadrons of men of war from Brest and Toulon, commanded by M. de Conflans, and M. de la Clue. For the invasion of England, a great army was assembled on the coast of Normandy; the embarkation of which was to be at Havre de Grace; where the narrowness of the channel made the enemy conceive hopes that this enterprize might be executed in flat-bottomed boats. For this purpose, they caused a great number to be built there on a new construction. They were calculated to hold four hundred men each, to carry two pieces of cannon, twenty-four pounders, one at the bow, and the other at the stern, with one mast, and were so constructed, as to draw very little water. With these boats, they flattered themselves they should be able to transport their army across the channel in a dark night, and land on the English coast before any of our ships of war could discover them.

The enterprize they intended against Scotland, or the north of Ireland, was to be attempted by a much inferior force to the other two, whose operations were only to second their other designs, by causing a diversion in the north of Scotland, or of Ireland, in order to distract us, while we should be busy in repelling their main attacks. The armament allotted for this service was to sail from Dunkirk. The land forces consisted of no more than fifteen hundred men, to be escorted by five frigates commanded by M. Thurot; a man, who, from being master of a small privateer, had, at the commencement of the war, in this inferior station, not only rendered himself famous, but respectable, and had attained a character,

infinitely superior to the Captains of corsairs in general. He was not more remarkable for his activity, than his humanity; insomuch, that these, added to his success, not only rendered him a great favourite of his own nation, but he was even esteemed by his enemies. His daring spirit, and a thorough knowledge of the British coasts, pointed him out to the French Minister, when their nation did not abound in great men, as a fit person to be employed in such a desperate enterprize, and raised him from a private station, to the command of a squadron of King's ships.

Such were the formidable projects the enemy had planned. But, by the provident care of the Minister, who not only kept a sufficient force to guard the British coast, but sent out powerful fleets to block up the enemy's principal ports, their dispersed squadrons were not able to effect a junction with each other, without hazarding a battle, which, if they did, they were almost sure of being defeated; so that, in the end, all the ambitious schemes which they had laid with so much care were completely frustrated, and reflected nothing but disgrace upon the projectors of them. The militia of England were embodied, and were disposed in such a manner, that, with the regular troops at home, a very strong army would have been ready to face the enemy wherever they might have presumed to attempt a landing. Notwithstanding the artifices of the French to intimidate the people, and which their emissaries endeavoured to infuse into their minds with great industry, by reports of their immense preparations for war, together with the account of the transports and flat-bottomed boats that were getting ready in their ports; no kind of terror was seen among the people, but a calm, steady bravery appeared, and an alertness every where ready to repel the threatened attack. Every measure indeed was taken, that tended to defeat the enemy's schemes.

A squadron of men of war was stationed off Dunkirk, under the command of Captain Boys, to watch the motions of M. Thurot. Admiral Smith commanded in the Downs, having under him Sir Piercy Brett. Rear-Admiral Rodney was sta-

tioned with a considerable force in the channel, so as to have an eye on the ports of Normandy. Sir Edward Hawke was sent out with a strong squadron of men of war to block up the harbour of Brest. The command of the fleet in the Mediterranean, was entrusted to Admiral Boscawen, who carried out with him a strong reinforcement of ships to that station. Rear-Admiral Cornish was sent with another strong reinforcement of ships to the East Indies, and likewise took out a considerable body of land-forces with him. The squadron at the Leeward Islands, when joined to that under Captain Hughes, became extremely formidable; was to act in concert with the land-forces under Major-General Hopson, against the French settlements in that part of the world. Major-General Wolfe was pitched upon to command the land, and Vice-Admiral Saunders the naval forces, destined against Quebec. Such was the arrangement of the British forces, and such the commanders whom the Minister thought fit to employ on this important occasion. Indeed, the choice did almost as much honour to him who singled them out, as their conduct did to themselves, and to their country.

The Parliament were extremely liberal in their grants this year. In the course of the Session, they voted sixty thousand seamen, including fourteen thousand eight hundred and forty-five marines, for the service of the current year; and the sum-total of the supplies granted, amounted to 12,761,310*l.* 19*s.* 5½*d.* (See Note 134.)

On the 14th of February, this year, his Majesty was pleased to order the following promotion of Flag-Officers:

Honourable George Townshend	}	Vice-Admirals of the Red.
Francis Holburne, Esq;		
Thomas Cotes, Esq;		
Thomas Frankland, Esq;	}	Vice-Admirals of the White.
Lord Harry Powlett		
Harry Norris, Esq;		

Thomas Broderick, Esq;	}	Vice-Admirals of the Blue.
Sir Charles Hardy, Knight		
George Earl of Northesk		
Charles Saunders, Esq;		
Thomas Pye, Esq;	}	Rear-Admirals of the Red.
Charles Stevens, Esq;		
Philip Durell, Esq;		
Charles Holmes, Esq;		
Samuel Cornish, Esq;	}	Rear-Admirals of the White.
Francis Geary, Esq;		
—		Rear-Admiral of the Blue.

On the 19th of May, the following Captains were promoted to Flags, viz.

Smith Callis, Esq;	}	Rear-Admirals of the Blue.
George Bridges Rodney, Esq;		

The success which the British privateers had the preceding years, encouraged more adventurers to try their fortunes in like manner, so that the channel swarmed with them. But their harvest was over. The French trade to the West Indies was in a manner ruined; indeed, very few French vessels ventured to sea; so that many persons, from their want of success, lost such great sums by the equipment of privateers, that they were unable to indemnify their owners. Great numbers of these privateers were very small; and some of them were commanded by men remarkable only for a brutal courage, and entirely devoid of every principle of honour or humanity; and the horrid excesses committed by some of those wretches upon neutral vessels, called loudly for the punishment of the perpetrators.

The traffic which the Dutch had entered into with the French, in supplying them with naval stores, and conveying the produce of their colonies to Europe, gave these miscreants a pretext for boarding all Dutch vessels they met, and for searching them. A Dutch ship from Copenhagen, having on board the baggage and domestics belonging to the Marquis de

Pignatelli, Ambassador from the Court of Spain to the King of Denmark, was boarded no less than three times successively, in the English Channel, by three different privateers, who forced open the hatches, rummaged the vessel, broke open and rifled the trunks and packages belonging to the Ambassador, insulted, wounded, and beat his officers and servants, and carried off wearing apparel and effects to a large amount, together with letters of credit, and a bill of exchange. Another Dutch ship was detained, and rifled by other privateers, who killed some of the crew with hatchets, and terribly wounded the rest.

Complaints of these piracies and robberies having been made to the Court of London, the Lords of the Admiralty promised, in the Gazette, a reward of five hundred pounds, without deduction, to any person who should discover the offenders concerned in these acts of piracy. Some of them were accordingly detected, and brought to a public trial, when they were condemned, and most deservedly suffered death at Execution-dock, near Wapping. But Administration resolved, in next session of Parliament, to redress, if possible, this grievance, and put an effectual stop to such proceedings in future. Accordingly, an act was passed, intituled, "An act to explain
" and amend an act of the twenty-ninth of George II., for
" the encouragement of seamen, and the more speedy and ef-
" fectual manning of his Majesty's navy; and for the better
" prevention of piracies and robberies by private ships of war." The preamble of this act set forth, that repeated complaints have of late been made, of divers outrageous acts of piracy committed by the crews of small vessels, being, or pretending to be English privateers. And, after enacting, That from and after the 1st June 1759, so much of the act of the 29th of George II., as directs the granting of commissions to privateers, is repealed; it declares, that such commissions are however still to be granted, upon application to the Admiralty; but providing, that no ships shall be entitled to these in Europe, except such as are above one hundred tons burden, and carrying ten carriage guns, three pounders and forty men; unless
the

the Admiralty, in their discretion, shall think fit to grant such commission to any ship of inferior size or burden.

The power thus granted to the Admiralty, was in consequence of a petition from the inhabitants of the islands of Guernsey and Jersey to Parliament, setting forth, That a great number of the inhabitants of those islands, had now, as in former wars, embarked a great part of their fortunes in equipping small privateers, which used to run in close with the French shore; and, being disguised like fishing boats, had not only taken a number of French prizes, to the great annoyance of the enemy; but also obtained material intelligence of their designs, on many important occasions: That these services could not be performed by large vessels, which durst not approach so near the coast, and indeed could not appear without causing an alarm, which was communicated from place to place by appointed signals. For these and other reasons, they prayed to be exempted from the penalties in the bill then depending.

EAST INDIES.

VICE-ADMIRAL POCOCK having refitted his squadron at Bombay, made ready for sea; and on the 7th of April, sailed for the coast of Coromandel, using his utmost endeavours to get round the island of Ceylon before the French fleet, which was daily expected from the Mauritius. Having gained this necessary point, he continued to cruize in stations the most likely to intercept the enemy's fleet, and at the same time to protect the British trade.

On the 30th of June, he had the good fortune to fall in with the Grafton and Sunderland from England, with five sail of East Indiamen. On board of these ships he found provisions and stores, of which his squadron stood very much in need.

On the 3d of August, he sailed for Pondicherry. Off this place he cruized during the whole of that month, but could
see

see nothing of the enemy, nor hear any tidings of them. Both his provisions and water beginning to grow scarce, he was necessitated to proceed with the squadron to Trincomalé, where he got a supply of those articles. He sailed from thence with his squadron on the 1st of September, having, a few days before, dispatched the Company's frigate *Revenge*, with orders to cruize off Ceylon, and to keep a sharp look-out for the enemy.

M. d'Aché, who, with his squadron arrived at the island of Mauritius the end of September 1758, here found a reinforcement of three sail of the line, under the command of M. d'Eguille, an officer of great reputation, waiting for him, and several of their East India Company's ships were also arrived from France. The crews of all these ships amounted to 5500 men. A number so great brought the enemy into great distress, for all the provisions that could be collected in the isles, or what could be drawn from Madagascar, with the supplies sent from Europe, were insufficient to feed this multitude, their numbers nearly equalling that of the French colonists in that part of the world. Councils were held to devise means of relief, and they determined to send one of their ships of war, with eight of the Company's ships, which would lessen their number between three and four thousand men, to the Cape of Good Hope, where they were to endeavour to purchase provisions, sufficient for the squadron for the voyage to India, and in the meantime, the crews would be supported, without encroaching on the original stock. These ships arrived at the Cape the beginning of January: two of them had the good fortune to take the *Grantham*, a valuable ship belonging to the British East India Company, that had been dispatched from Madras in the month of September. At the Cape, the French purchased, but at a vast expence, a great quantity of grain, wine and meat, and returned to the Mauritius, in April and May. In the interim, M. d'Aché was busily employed in refitting his squadron, and the four war ships, belonging to the French East India Company, which had not hitherto mounted the number of guns they were pierced for, were now armed to the full scale of their
con-

construction. These alteration and other equipments, retarded the departure of the squadron from the Mauritius until the 17th of July. They steered first for the island of Bourbon, and then for Foul Point, in the island of Madagascar, to take in some rice and other provisions, which had been procured there, and on the 30th of August arrived off the port of Batacola, in the island of Ceylon, twenty leagues to the south of Trincomalé, where M. d'Aché obtained information of the British fleet, and, on the 2d of September got sight of them off Point Pedron. His squadron consisted of eleven ships of the line, besides frigates. Admiral Pocock had only nine sail of the line and a frigate.

The same day, the *Revenge* frigate, about ten o'clock, made a signal to Admiral Pocock, for seeing fifteen sail in the S. E. quarter, standing to the N. E. These proved to be the enemy's fleet; and, soon after, they saw the *Revenge* chased by a French frigate, who fired several shot at her. Upon which Admiral Pocock made the signal for a general chase, and stood toward the enemy with all the sail he could crowd. This soon obliged the enemy's frigates to give over chase, and rejoin the French squadron. Falling little wind, the British fleet was prevented from getting near them when the day closed.

This formidable fleet, the greatest that had ever appeared in the Indian seas, was chased, invited, and even provoked to fight by a much inferior force; for, on a comparative view of the two squadrons, it appears that Admiral Pocock had but nine ships of the line, including the *Cumberland*, which was so weak and disabled as to be obliged to be reduced from sixty-six to fifty-eight guns, in order to ease her; whilst M. D'Aché had eleven sail of the line, and a much greater superiority not only in guns and men, but in size of ships and weight of metal. The enemy, notwithstanding their superior strength, endeavoured to steal away in the night undiscovered; but were frustrated in this design, by the Admiral's ordering the *Revenge* to make sail to the S. E., and to try to keep sight of them. She was so lucky as to discover them about eleven at night, and immediately
made

made the signal, on which the whole fleet bore down towards them.

On the 3d, about one in the morning, a heavy squall coming on, which continued till three, obliged the British fleet to bring-to, and clew up their sails. At day-break, the enemy's fleet was discovered bearing N. E. by N., about five or six miles distant. Admiral Pocock then made the signal for a general chase to the N. E.; Point Pedroon, on the island of Ceylon, bearing west six or seven leagues. At nine, the enemy's fleet bore N. E. by E., and were formed in a line-of-battle ahead, on the starboard tack, with the wind at W. N. W. A little after nine, Admiral Pocock made the signal for a line-of-battle abreast, and stood for the centre of the enemy's fleet, which kept under way, and appeared to go from the wind; by which means the British fleet altered their bearings greatly; for, by noon, they bore S. E. by E., distant six or seven miles.

The wind decreasing as the day advanced, and the Tiger and Newcastle sailing very ill, though they carried all the sail they were able, it was near sun-set before the fleet could form their line. About a quarter after five, the British squadron being nearly abreast of the enemy, they wore, and came to the wind on the other tack; upon which the British ships tacked, the rear first, and stood for the enemy's squadron. The British fleet was now about four miles distant, with very little steerage way, and continued so till near ten; when a fresh breeze springing up from the S. S. W., the squadron hauled close to the wind under their topails, and formed the line ahead. This shift brought the enemy astern, and a little upon the weather quarter of the British line; but it soon after proving hazy, the British fleet lost sight of them. What is very remarkable, the enemy made no signal, in this or the preceding night, either with guns or lights. The Revenge was sent to look out astern, but not perceiving them, she was sent ahead; and, about eight o'clock next morning, she made the signal for seeing four sail to the N. E.; on which a general chase was begun by the whole squadron, and continued till near two in the afternoon; at which time, seeing no more than two ships, and the Admiral find-

finding he could not come up with those, he made the signal for the *Revenge* to come into the fleet: when he stood to the northward, and made all the sail he could to get off Pondicherry, justly concluding the French squadron was bound thither.

The Admiral got off that place early in the morning on the 8th, but saw no ships in the road. At one in the afternoon, however, of that day, he discovered the enemy's fleet to the S. E.; and by three, he counted thirteen sail. He was then standing to the northward with the sea breeze; and, to prevent their passing him, he kept a sharp out-look in the night. On the 9th, at six in the morning, he only discovered part of the enemy's squadron; but, by nine o'clock, he counted sixteen sail. At two in the afternoon, the wind springing up, he made the signal for a general chase; and at four, the enemy appeared to be formed in a line of battle abreast, and bore right down upon him. Admiral Pocock ordered the *Revenge* to keep between the squadron and the enemy during the night, in order to observe their motions.

At six in the morning on the 10th, the enemy's squadron bore S. E. by S. distant eight or nine miles, and was formed in a line of battle ahead on the starboard tack. Admiral Pocock continued bearing down on them in a line of battle abreast, with the wind about N. W. by W. At ten, the enemy wore, and formed a line of battle ahead on the larboard tack; and at eleven, the British did the same. Rear-Admiral Stevens in the *Grafton* being then opposite to the *Zodiaque*, began the action on the British side; when, perceiving Admiral Pocock in the *Yarmouth* was coming close to that ship, after giving her a few broadsides he left her; then, pushing on, he attacked the *Vengeur*; which having drove out of the line, he went to the assistance of the *Tiger* and *Newcastle*, two ships ahead of him, that had suffered very much from the superiority of the ships of the enemy which they had engaged. One of these, the *St Louis*, did not long withstand the fire of the *Grafton*, but retired out of the line. The Rear-Admiral then attacked the *Minotaur*, and the *Duc d'Orleans*, and continued to engage both these ships till the battle ended. Admiral Pocock be-
stowed

flowed his first fire on the Comte de Provence; and then shot ahead, and engaged M. d'Aché in the Zodiaque. The action now became general with seven of the headmost British ships; but the Sunderland sailing very ill, kept back the Weymouth. These two ships, from the French Admiral beginning the combat before they could close the line, were in a great measure deprived of the glory of the day; by which means the Salisbury, the weakest ship, was left alone to engage the Illustre, supported by the Fortunée; and, in consequence of so unequal a fight, was greatly shattered, having in a short time lost her main-top gallant-mast, and presently after, her main-top-sail, which obliged her, for a little, to quit the line: just at this time, the Sunderland luckily got up, and directly engaged the Illustre.

The Elizabeth led the British van, and attacked the Actif, which ship, in less than a quarter of an hour, took fire. This accident bringing her crew from the guns to extinguish it, the Elizabeth took every advantage of the disaster, and kept up a well directed cannonade on the Actif, who for a considerable time was unable to return a single shot. M. de l'Aguille, in the Minotaur, perceiving the distress of the Actif, went to her assistance, which obliged the Elizabeth to haul her wind: by this manœuvre she was unluckily drove beyond the line of action. The Tiger then engaged the Minotaur, and the Newcastle the St Louis: in this conflict, from the disparity of the British ships, they were both greatly disabled: it was then that Rear-Admiral Stevens in the Grafton came very opportunely to their assistance. The enemy having aimed much at the rigging of our ships, the Sunderland, who had to deal with both the Illustre and Fortunée, before she had fired three rounds, was in a manner disabled by the fall of her main-top-sail; and her head braces being likewise shot away, her fore-top-sail swung back, which made her fall astern of her two opponents. At three o'clock, the Salisbury got into the line again; and, in a quarter of an hour afterwards, both the Comte de Provence and the Duc de Bourgogne, were obliged to quit it in order to

refit their rigging ; on which the *Illustre* closed up to the *Zodiaque*.

At four o'clock, the only French ships which kept the line and continued the engagement, were, the *Minotaur* and *Duc d'Orleans* against the *Grafton*, the *Zodiaque* against the *Yarmouth*, the *Illustre* against the *Cumberland*, and the *Fortunée* and *Centaure* against the *Salisbury* and *Sunderland*. Soon after, the *Fortunée* and *Centaure* quitted the line. The French Admiral being at this time rendered insensible by a very bad wound he had received in his thigh from a grape shot, and the Captain of the *Zodiaque* being killed an hour before, the officer next in command ordered the ship to be wore, in order to join those who had gone off, when the other French ships soon followed their Admiral : which having joined, their whole squadron bore away, and stood to the S. S. E., with all the sail they could crowd. The four ships that composed the British van, had sustained so hot a fire, during two hours, from six of the enemy's largest ships, that they were in no condition to pursue. The *Tiger* had her mizen-mast and main-top-mast shot away, besides being in other respects greatly disabled. The *Newcastle* was much damaged in her masts, yards, and rigging. The *Cumberland* and *Salisbury* in the rear, were not in a condition to make sail. The *Yarmouth* had her fore-top-sail yard shot away in the flings ; and the *Grafton* and *Elizabeth* were greatly disabled in their masts, yards, and rigging. The *Sunderland* and *Weymouth*, in short, were the only ships capable of pursuing the enemy ; so that only seven of the ships received the whole fire of the enemy's fleet, till towards the conclusion, and even then, only eight.

The enemy continued retreating to the southward till dark ; at which time, Admiral Pocock ordered the *Revenge* to keep between our squadron and the enemy's ; and then lay-to on his larboard tack, in order that the disabled ships might repair their damages. At day-break, on the 11th, the enemy were seen to the S. S. E., lying-to on the larboard tack, about four leagues distant, the wind about west. On discovering our squadron, they immediately wore and brought to on the other tack, and

continued so till the evening, when their distance was so much increased, that they could hardly be discovered from the main-tops of the British squadron.

At this time, the wind coming to the eastward, Admiral Pocock made the signal to wear, and stood under an easy sail to the S. W.; the Sunderland having the Newcastle in tow; the Weymouth the Tiger; and the Elizabeth the Cumberland.

The loss the enemy sustained in this battle, was near fifteen hundred men killed and wounded. Among the former, was the Captain of the *Zodiaque*, and M. Surville of the *Centaur*: among the latter, the Comte d'Aché. Their ships were much damaged in their hulls; but as their rigging had suffered little in comparison with the British, they had it now in their power to reach Pondicherry; the only point they now seemed solicitous about. They accordingly sailed for that place, where they landed about four hundred European seamen, two hundred Caffrees, two or three lacks of rupees, and the diamonds which they found in the *Grantham Indiaman*; the value of the diamonds might be about two lacks more.

The loss of men the British sustained in this action was very considerable; there being no less than five hundred and sixty-nine men killed and wounded, viz. one hundred and eighteen killed in the action, sixty-six who died of their wounds, one hundred and twenty-two dangerously wounded, and two hundred and sixty-three slightly. Among the killed, was Captain Colin Michie of the *Newcastle*, together with Captain Gore and Lieutenant Redshaw of the marines; Lieutenant Elliot and the gunner of the *Tiger*; the master of the *Weymouth*, and boatswain of the *Elizabeth*. Amongst the wounded were Captain Somerset of the *Cumberland*, who was hurt in one of his ankles; and Captain Brereton of the *Tiger*, who received a contusion on his head. All the officers and seamen behaved with the greatest bravery and spirit during the action; and, by the vigour and constancy of their fire, obliged the enemy to retreat, notwithstanding the great superiority of their force. On the 12th, Admiral Pocock having got sight of the ships in Negapatnam road, early in the morning, and seeing nothing of the enemy's

my's fleet, he came to an anchor with the squadron at ten o'clock in the forenoon, about three leagues to the southward of that road; and in the evening, dispatched the *Revenge* to Madras, with letters to the Governor and Council. On the 15th, the whole squadron came to an anchor in Negapatnam road, where the Admiral instantly set to work to repair his damages, refit his squadron, and put things in the best condition possible for service that the time permitted. Early in the morning of the 20th, he once more put to sea, and stood to the northward; and at nine, he was joined by the *Revenge* from Madras, who brought him a reinforcement of sixty-three men belonging to the *Bridgewater* and *Triton*, which had been taken at Fort St David's, and exchanged at Pondicherry; besides ten impressed men from the *Calcutta Indiaman*. These were divided between the *Tiger* and *Newcastle*, as those were the ships which had lost the greatest number of men in the late engagement. The Admiral likewise received a letter from the Governor and Council, of which the following is an extract.

“SIR,

“The *Revenge* anchored here the night of the 14th instant; and next morning, we received the honour of your letters, dated the 11th and 12th instant; containing advice of your discovering the enemy's fleet on the 2d, and, after much fatigue, bringing them to an action on the 10th. The warm fire you sustained for two hours with seven ships against eleven, and obliging them at last to make their retreat, will do immortal honour to you and Mr Stevens, and all the brave officers who had the happiness to serve under you: and we feel much for the Commanders of the *Weymouth* and *Sunderland*, who were deprived, by the nature of the enemy's disposition, from coming in for an equal share in the glory of the day. We look upon this as the last effort of the enemy, and well might they boast of their superiority; but the check they have met with, will shew them they are disappointed of the mighty effects they expected from this armament. It is fortunate you found means to force them to an engagement

“ before they reached Pondicherry, as the troops they may have brought for landing, have no doubt had a share in the loss. As yet, we have not heard of their arrival at Pondicherry; but we suppose them there by this time, as the wind has been strong southerly. After they have landed their troops and stores, no great advantage can be expected by engaging them; and we would rather take the liberty to recommend the waiting, until joined by the reinforcements from England, &c. &c.

“ *Fort St George, September 16th, 1759.*”

From the enemy's squadron having been for some time at Pondicherry, they must have had all their damages thoroughly repaired, and in every respect ready for action. As Admiral Pocock was necessitated to pass by that place, in his way from Negapatnam to Madras, he judged his doing it in the night would be liable to misrepresentation, and that it would certainly give the enemy reason to conclude, that the squadron had suffered so much in the late engagement, that he was desirous of avoiding the French fleet. Notwithstanding all the advantages of superiority and situation, Admiral Pocock determined not to pass the enemy's port in the dark, nor baulk M. d'Aché, if he had a mind to try his strength with him once more.

By break of day of the 27th, Admiral Pocock and his fleet were got close in with Pondicherry road, where the French squadron were lying at anchor in a line of battle. Our fleet not being in a condition to attack them in that place, where they would be seconded by the fort and batteries on shore; the Admiral, therefore, drew his squadron into a line of battle ahead upon the starboard tack, and was then almost within random shot of their nearest ship. The wind blowing off shore, about W. S. W., our ships lay with their main-top-fails to the mast, just keeping a proper steerage way for the line of battle to continue well formed. While our squadron remained in this situation, the French Admiral made the signal, at six o'clock, to heave a-peak, and, an hour after, to weigh; and by the time all the squadron, which consisted of eleven sail of the line and

two frigates, was under fail, it was near ten o'clock, at which time, as the wind was off shore, the British fleet consequently were driven to the leeward; Admiral Pocock was in hopes they would bear directly down and engage. But M. d'Aché had no such intention. He made the signal for his squadron to keep close by the wind, and also to make sail and stretch away to the southward in a line of battle ahead; by which manœuvre, they increased their distance, from about random shot at day-light, to near four leagues to the windward at sun-set. Had they cut or slipped their cables, on first discovering the British squadron, they might have come to an action before seven o'clock; and, after they got under fail, had they bore directly down, might have been close along side by eleven.

As soon as the French squadron returned to its anchorage off Pondicherry, the supplies they had brought for the army and presidency were landed; the treasure amounted to 16000l., in dollars, and the diamonds taken in the Grantham, were esteemed worth 17,000l. The troops amounted to only one hundred and eighty men. Count d'Aché would not go ashore, and signified his intention of sailing immediately for the Mauritius. The season, although advanced, was not yet dangerous, nor were the damages sustained by the French squadron greater than what had been sustained by the British; but the intelligence he had received of a reinforcement of four ships of the line being every day expected by Admiral Pocock, which would give him such decided superiority of force, that he was resolved to put to sea as soon as possible: Accordingly, on the 19th, he made the signal for sailing, and all the ships loosed their top-sails.

The supplies brought by the squadron to Pondicherry, were neither proportioned to the wants or expectations of the settlement and when their contents were made known, there appeared the strongest marks of disappointment in every face, but the sight of the squadron getting under way, in twenty-four hours after their arrival, spread universal consternation, and excited the greatest ferment and indignation. The principal officers of the military and civil departments, the principal in-

habitants and clergy assembled at the Governor's house, and immediately formed themselves into a national council, which unanimously decreed, that the precipitate departure of the squadron must produce the most detrimental consequences to the interest of the state, as holding out to all the country powers a most shameful acknowledgement, that they had been entirely defeated in the last sea-fight, and were not able to stand another; and that they utterly despaired of every thing on shore. In consequence of this resolution, a protest was immediately drawn, declaring M. d'Aché responsible for the loss of the colony; such were the strong words they made use of, and resolving to lay their complaints before the King and Ministry, and demand public justice for his conduct. The ship Duc d'Orleans, having been by some accident detained in the road, after the others were under sail, her commander was charged to deliver the protest to M. d'Aché, and also a copy to every commander in the squadron, which were twelve leagues out at sea when the Duc d'Orleans joined them. Upon receiving the protest, M. d'Aché immediately held a council, consisting of all the commanders of his fleet, and on the 22d of September, he returned with the squadron, and anchored in the road of Pondicherry, and went ashore to consult with General Lally, and the members of the Council.

M. d'Aché continued firm in his opinion of returning to the Mauritius as soon as possible, and M. Lally and his council finding him inflexible, were obliged to compromise matters with him, and agree to his departure, on condition that he should leave all the Coffrees serving on board the squadron, amounting to four hundred, and five hundred Europeans, either sailors or marines; these were accordingly landed, and the squadron bid a final adieu to Pondicherry on the 30th, and made the best of their way to the Mauritius.

M. Lally, with his usual irascibility, stiled the reinforcements he had just received from the squadron, the scum of the sea; indeed most of them could only for sometime be of little use, except doing duty in a garrison, while the regular troops were employed in the field.

Admiral

Admiral Pocock was now convinced, that the enemy were resolved, by every means in their power, to avoid coming to another engagement; and as their whole conduct indicated a design to leave the coast of Coromandel, and make good their retreat to their islands, he convened the Rear-Admiral and Captains of his fleet, to consult what was proper to be done on the present occasion, and the probable consequences of a further pursuit. They all agreed in opinion, that the French Officers, being satisfied with the services they had done the French East India Company, in landing at Pondicherry what men they could spare from the fleet, were now determined to avoid coming to another action; and that if we pursued with any view of coming up with them, they would lead our shattered squadron quite up to their islands. But, besides that the condition of our ships would not permit us to follow them at all to the southward; exclusive of these reasons, there was still a more cogent one for the squadron's repairing immediately to Madras; as at that time there was not above two days bread, and very little water on board: and the monsoon being near at hand, a supply of those articles became requisite, in order to navigate the squadron to Bombay, before the tempestuous season commenced, at which time it is extremely dangerous for ships to remain on the coast of Coromandel.

The Admiral, with the squadron, coming to an anchor in Madras road, on the 28th, such expedition was used in refitting, victualling, and watering the ships, and administering to the sick and wounded, that the whole squadron was enabled to sail from thence, the 16th of October. Next day they fortunately met with Rear-Admiral Cornish and his squadron, and the long-expected reinforcements from England, together with the Ajax, Stormont, and Houghton Indiamen, having Colonel Eyre Coote and the greatest part of his regiment on board. Admiral Pocock ordered all the troops newly come from Europe, to be put on board the Queenborough; and dispatched her immediately with the three India ships for Madras, where they arrived the 27th.

The whole fleet now made sail for the coast of Malabar;

but in going round the island of Ceylon, they encountered such severe gales of wind, that the Cumberland and Salisbury, being in great distress, by leaks which they could not keep under with all their pumps, made signals to speak with the Admiral. The Salisbury's distress appearing the greatest, as her crew, by being kept constantly at the pump, were over fatigued, the Admiral ordered her to be assisted with eleven men and an officer from each ship. Notwithstanding this supply of fresh men, and having thrown thirty of her guns overboard, at the end of two days, they found the water gain so much upon them, that they were again obliged to make the signal of distress. Upon this, the Admiral ordered all the boats of the fleet to stay by the Salisbury, to save the crew in case of the ship's sinking; and sent Rear-Admiral Cornish and Captain Harrison on board, to examine into her situation, before he would too hastily take the men out of her. They immediately ordered fresh men to the pumps, beginning with their own barges crews; by this means she was soon cleared, and by the help of a thrummed sail put under her bottom where the principal leak was, they made it practicable to keep her free with half her pumps. Judging her now to be no longer in danger, they returned to their own ships; and the Salisbury made sail the next morning.

Admiral Pocock being desirous of sending Rear-Admiral Cornish to the coast of Coromandel, as soon as the season would permit, dispatched him with the *Lenox*, *Duc d'Acquitaine*, *York*, *Weymouth*, *Sunderland*, and *Falmouth*, for *Tillichery*, which was the general rendezvous. The weather now becoming exceedingly fine, and the monsoon appearing to be set in, Admiral Pocock, knowing that a single ship will always make a quicker passage than a fleet, suffered every ship to make the best of her way for the intended port; with orders, that each, as they arrived, should begin to take in their water, and put their sick ashore. On the 20th of November, the *Yarmouth*, *Elizabeth*, and *York*, arrived at *Tillicherry*; and, by the 21st, the whole squadron came in.

That no time might be lost in refitting the ships at Bombay,
and

and preparing them for their return to the coast of Coromandel, Admiral Pocock gave orders to Rear-Admiral Stevens, on the 26th, to proceed directly to Bombay with the *Grafton*, *Elizabeth*, *Tiger*, and *Salisbury*, and followed himself on the 29th; leaving orders with Rear-Admiral Cornish to sail with the six ships under his command, for the coast of Coromandel, on the 15th of December, as it was to be hoped the season would then be favourable, and the sick and wounded recovered. Though the Vice-Admiral was under orders to return to England; yet on receiving the accounts of fresh disturbances in Bengal, he determined to remain in India some time longer; but as soon as he obtained intelligence that the affairs of the Company were re-established in Bengal, and of the signal victory obtained over the French on the coast of Coromandel, he resolved to comply with his orders, having the inexpressible pleasure of leaving the affairs of the East India Company in such a prosperous condition, and in delegating the command of the squadron to an officer of such distinguished merit as Rear-Admiral Stevens, the companion of his dangers and victories, not more conspicuous for his bravery and good conduct, than for the harmony which always subsisted between him and the Vice-Admiral, and his readiness to concur in the execution of every service which he thought advantageous to his King and country.

Before Vice-Admiral Pocock left India, he received letters from the three presidencies, replete with the strongest expressions of their sense of the zeal which he had at all times shewn, and the actual services which he had so often performed, for the benefit of the East India Company, and the honour of the British flag. These testimonies were justly due to his distinguished merit; as, while on this station, he had displayed very great courage and abilities. The British Annals do not afford a similar instance, of the same Commander fighting three pitched battles, in the space of eighteen months, against a much superior force, without losing a ship, and uniformly compelling his antagonist Comte d'Aché to retreat. Indeed, the whole of his behaviour, while on this important service, redounds much

to his honour, and cannot fail to transmit his name to posterity with the highest applause; and by those of his profession is well worthy of imitation.

The junction of the squadron from England, under the command of Rear-Admiral Cornish, gave the British such a decided superiority in point of naval force in India, that the French fleet never returned back from their islands; and the want of so powerful an aid, greatly accelerated the ruin of the affairs of the French East India Company.

Rear-Admiral Stevens sailed from Bombay, the 21st of March, for the coast of Coromandel, with the Grafton, Elizabeth, Tiger, and Newcastle; and Admiral Pocock, in the Yarmouth, sailed from thence, the 7th of April, for England; leaving at Bombay the Salisbury, which, having had a thorough repair, was then almost ready to sail; together with the Cumberland, which was to be taken into dock the first high tide.

On the 17th of April, Admiral Pocock arrived at Anjingo, and sailed from thence on the 21st. At this port, he received a letter from Admiral Stevens, which waited his arrival, dated April 11th, on which day he sailed from thence, acquainting him of his proceedings; particularly, that he had retaken three small English vessels off the Vingorla rocks, from the Malwans, a set of pirates who had captured them but a few hours before; and that there had been no account of the French squadron since the time of their departure from Pondicherry the 2d of October 1759.

On the 18th of June, Admiral Pocock arrived at the island of St Helena, where he found his Majesty's ships Rippon and Colchester, waiting to convoy home the East India ships, three of which were of great value, having on board a great quantity of diamonds, and rich goods from Bengal. For the security of so considerable an object, the Admiral thought proper to delay his voyage until the 7th of July, when he set sail with the ships of war, and seventeen sail of East Indiamen, and conducted them safely to the Downs on the 22d of September.

This

This was supposed to be the richest fleet that ever arrived in England.

A few days after he reached London, the thanks of the Honourable East India Company were voted to him, at a General Quarterly Court of Directors and Proprietors held at the India House, for the great and glorious services which he had done the Company in the East Indies : and at the same meeting it was proposed, to have either his statue or portrait taken, whichever was most agreeable to him, to be placed in their hall ; and a deputation from the Directors were ordered to wait on him, to know his pleasure. He made choice of the marble. During his absence, in January 1760, he was chosen one of the representatives in Parliament for Plymouth. His Royal Master gave him also a most gracious reception : and soon after his arrival, he was promoted to be Admiral of the Blue squadron ; besides having the Most Honourable Order of the Bath conferred on him.

While the grand naval armament of France was employed on the coast of Coromandel, a small squadron was equipped, with the greatest secrecy, to be sent against some distant factories of the British East India Company, which the enemy learned were in a very defenceless state, and in no expectation of an attack being made on them.

The reader will remember, in speaking of the famous siege of Madras, in the affairs of last year, that Colonel Draper, in a sally he made from the town, took Brigadier-General M. d'Estaing prisoner. This gentleman requesting permission to go to Pondicherry, M. Pigot, the Governor, was so good as to grant him leave on his parole, which he gave in the usual form, viz. " not to serve directly or indirectly against the British during the present war, or until he should be regularly " exchanged." Yet how must it surprize every military person, to find that M. d'Estaing was on board this fleet ? And although he affects, in the first part of its success, not to appear as a principal ; yet there is the greatest reason to believe, that he had the chief command and direction of all its operations.

But

But to proceed.—Their force consisted of the Condé of fifty guns, the Expedition of twenty-two, and some small vessels. On the 13th of October, they made their appearance before Gombroon, in the Gulph of Persia, (See Note 136.); and the same day landed about one hundred and fifty Europeans, and about the same number of Caffrees. The Company's vessel, the Speedwell, was in the road: the crew set her on fire, abandoned her, and retired to the factory. This settlement is of so very small note, that it scarce deserved to be mentioned in any thing relating to the late war, had not the French, with their usual ostentation, magnified the reduction of a defenceless factory by the pompous appellation of a siege, and foretold such bad consequences to the East India Company from this insignificant conquest. This factory was established on some very great privileges being granted to the company; and here they sold a considerable quantity of woollen goods, until the troubles in Persia broke out, when their trade declined very much. The air is so very unhealthy, from the hot winds, that the place is almost deserted even by the natives, except at the time the East India Company's ships arrive, when they come, and traffic for what they want, and retire.

This being the state of the commerce carried on here, there was no occasion for warehouses; nor was there ever any fort built here. The only strength of the place consisted in a strong house, in which the Company's agent and his clerks lived; and the garrison consisted only of a small detachment of soldiers, scarcely adequate to the necessary service for which they were designed, viz. to defend the Company's servants from the robbers with which the neighbouring country is infested. Against this paltry place the enemy advanced, and began to bombard it from two mortars, and to batter it from four pieces of cannon; and, as if this force had not been sufficient to reduce the factory, the frigate, at high water, hauled very near, and began to cannonade it. The agent, and all the Europeans in the place, which were about thirty, did all in their power to defend it; but the Topasses and Sepoys would not stand to their guns.

About three in the afternoon, the French summoned the
place

place to surrender. And upon a consultation with the few military they had, they were of opinion that they should submit, as the house was not tenable against such a force. The following curious articles were soon after agreed upon and signed.

“ARTICLES of CAPITULATION for the EAST INDIA COMPANY’S FACTORY of GOMBROON, between ALEXANDER DOUGLAS, Esquire, Chief of the said settlement and Council, and Monsieur DES ESSARS, Captain of his Most Christian Majesty’s ship Condé, and Commander in Chief of the present Expedition, and Monsieur CHERNYARE, Captain-Commander of the Land Forces.

“Article I.—SO soon as the present capitulation is signed, a detachment of French troops are to take possession of the factory. The keys are to be delivered to the Commanding Officer; and no person is to come in or go out without his permission, as he will take care to prevent disorders and thefts.

“Article II.—All effects, of what kind soever, contained in the factory, are to belong to the besiegers, and are to be delivered to the French Commissary, with all books and papers in the possession of the besieged. The besiegers are to be shewn the warehouses, that they may place the necessary centinels over them. The artillery, arms, ammunition, provisions, money, merchandize, and slaves; in general, every thing contained within the factory, is comprehended in this article.

“Article III.—The Chief, the garrison factors, writers, and all Europeans in the service of the English East India Company; in general, all the subjects of his Britannic Majesty in the factory, are to be prisoners of war, under the following clauses only.

“Article IV.—Whereas Monsieur d’Estaing, Brigadier of Foot, and formerly prisoner of his Britannic Majesty, is now on board the ship Condé, in his way to Europe, by the way of Bufforah, and being desirous of rendering more secure the intelligence received, of an exchange being made in his behalf, between Mr Pigot, Governor of Madras, and Monsieur Lally, Lieu-

Lieutenant-General; it is now agreed between the besiegers and besieged, that Alexander Douglas, Esquire, Chief of the English East India Company's factory at Gombroon, with William Nash, Ensign Johnston, Dymoke Lyster, Lieutenant George Bembow, Lieutenant Richard Evans, and Richard Mainwaring, are lawfully exchanged for Monsieur d'Estaing; and they are at full liberty to go where, and to what place they please. In consequence of which, Monsieur d'Estaing is under no other clause, than what is specified in the sixth article.

“ Article V.—Though the present exchange of prisoners is an unnecessary precaution in behalf of Monsieur d'Estaing, yet all persons mentioned in the preceding article are absolutely free. But should Monsieur d'Estaing have been already exchanged, as undoubtedly he is; in that case, for the seven persons already mentioned, who now enjoy their liberty, a like number, and of equal station, of his Most Christian Majesty's subjects, are to be released, whenever a cartel is made.

“ Article VI.—Monsieur d'Estaing, in order to fulfil with the greatest exactitude the promise he made Governor Pigot, that he would not take up arms against the English, on the Coromandel coast only, for the space of eighteen months, reckoning from the first of May 1759, desires it may be inserted in the present capitulation, that, notwithstanding he is now exchanged, yet he will keep the promise he made Governor Pigot, of not taking up arms against the English on the Coromandel coast only, for the space of eighteen months; but he is at free liberty, in all other places, to take arms.

“ Article VII.—If it is possible to agree about the re-purchasing of Gombroon factory, it will be looked on as a part of the present capitulation, the besiegers reserving to themselves the liberty nevertheless to do therewith as they may think fit, should no agreement be concluded with the besieged.

“ Article VIII.—In consequence of the exchange of Monsieur d'Estaing, and at his particular request to Monsieur Des Effars, Alexander Douglas, Esq; Chief of the English East India Company's settlement of Gombroon, and all others mentioned in the fourth article, have liberty, and may carry off all
their

their own effects of what kind or sort soever, excepting ammunition, provisions, marine, military, or warlike stores.

"Dated at Gombroon, the 14th of October, at six o'clock in the morning, in the year of our Lord 1759.

ALEXANDER DOUGLAS.

"DES ESSARS.. WILLIAM NASH.

CHARNYARE.

RICH. JOHNSTON."

We have deviated from our general plan, and given this extraordinary capitulation at full length, in order to make the infamous conduct of M. d'Estaing appear as conspicuous as possible; and to lay open to all the world, the gross falsties advanced therein concerning him. For, in the first place, he could not have received any advice of his being exchanged, as, at the time of signing this paper, no cartel had taken place between the two nations; and, in the second place, the parole he gave to Mr Pigot, was in the express terms as we have above narrated it. This dishonourable partizan, either never had any serious thoughts of going to Europe, or must have suddenly relinquished them; for, as soon as they had sold, or embarked on board their ships every thing valuable in the place, they set fire to the houses, blew up the factory, and failed on another expedition, where this self-exchanged prisoner had the effrontery openly to assume the chief command.

The beginning of January 1760, this adventurer arrived on the coast of the island of Sumatra with his armament, and soon after attacked Nattal and Sappanooly, the two most northern settlements on that island. The latter place made a spirited defence: it stood a cannonade for three days, and was at last taken by storm. On the 29th, the enemy appeared off Fort Marlborough, (See Note 139.), the principal British settlement in the island. The Denham Indiaman from Bengal was in the road; and, as the enemy attempted to become masters of her, the crew set her on fire, and retired to the fort. The defence made here, did not correspond with the rest of our behaviour in India; for, after a few days defence, the fort was abandoned, and the garrison retired up the country, where M. d'Estaing soon

soon obliged them to surrender prisoners of war. No sooner was he in possession of this settlement, but he successively made himself master of all the places the British had in Sumatra, making all the Europeans prisoners of war. Having sent these to Batavia, from whence they were afterwards carried to Madras; M. d'Estaing, after completely destroying our forts and settlements, sailed for the Mauritius with very considerable booty.

The enemy's cruising vessels fell in with several of the British East India ships, all of which had the good fortune to beat them off, except the *Grantham*, Captain Oliver, homeward bound from Bengal, which they took near the Cape of Good Hope; and proved a very valuable capture, she having diamonds and goods on board, to the amount of near 300,000*l*.

We shall conclude our account of the transactions in the East Indies this year, with the following very extraordinary affair:—

The French were not the only enemies the English East India Company had to contend with. The Dutch, ever watchful to extend their commerce, and to augment their dominions in India, took the opportunity, while we were repelling the attacks of the French, to send a very considerable naval force, and troops, to Bengal; in hopes, as these settlements were at a distance from the theatre of the war, to find them so much off their guard, that the commerce and factories in that country must easily fall victims to their artful designs. They went about the execution of this plan with great secrecy; but, notwithstanding all their precautions, Colonel Clive, Governor of Bengal, had notice of their designs, and prepared accordingly to receive them.

As the following letter from Calcutta, gives a very just representation of this singular transaction, we here beg leave to present the reader with a copy of it.—“ The chief settlement
“ the Dutch have in Bengal, is a very strong fort and factory at
“ Chinfura, on the river Ganges: at this place, but more so at
“ Calcutta, a very considerable trade is carried on in saltpetre.
“ The Dutch seemed long to have been grasping at an opportu-
“ nity

nity to engross this trade to themselves; and the present opportunity, when our ships of war were not on the coast, seemed the most favourable. Under colour, therefore, of reinforcing their garrisons, the Governor of Batavia had formed a scheme of sending thither such a body of troops, as would secure to the Dutch, not only the whole trade of saltpetre carried on there, but in time might be able to worm out the English from the trade of Bengal. Happily Colonel Clive suspected their design. Upon the arrival of the first two transports, which were ships of thirty-six guns, and full of men, the Colonel sent a letter to the Dutch Commodore, informing him, that he would not allow him to land any forces, or march them up to Chinsura, as he had from good authority been made acquainted with their scheme. In answer to this letter, the Dutch Commodore wrote to Colonel Clive, that he never intended to march any forces to Chinsura, and that he only begged the liberty of putting his men ashore down the river, to refresh them; which liberty Colonel Clive granted to him, upon condition that they should not offer to march farther. In the mean time, five other Dutch ships arrived in the river. The Dutch Commodore thinking himself now in a situation to act as he pleased, resolved to retaliate the supposed injury he had received, in not being permitted to go up the river: he therefore not only ordered the land-forces now on shore to make the best of their way to Chinsura, but he also gave orders to the ships under his command, to use their utmost endeavours to seize every English ship that should appear upon the river. In consequence of these orders, several small vessels belonging to the Company were taken that day, and detained as lawful prizes. Tuesday following, the Calcutta, (one of the East Indiamen), Captain Wilson, went down the river, bound for England. When he came abreast of the Dutch Commodore, the Dutchman hailed him, and told him, if he offered to pass, they would sink him. As they were getting ready their guns, and seemed in earnest, Captain Wilson thought it most prudent to return up to Calcutta, where two of our Indiamen were lying,

“ viz. the Duke of Dorset, Captain Forrester, and the Hard-
 “ wicke, Captain Sampson. Captain Wilson, upon his arrival,
 “ informed Colonel Clive of his being stopt: whereupon, the
 “ Colonel sent orders to the three ships above-mentioned, im-
 “ mediately to get in readiness; and gave them orders to use
 “ their utmost endeavours, to take, burn, or sink, every Dutch
 “ ship or ships they should meet with. The ships immediately
 “ were equipped; their quarters lined with bags of saltpetre to
 “ screen the men from the shot; and each of them took on
 “ board two additional twelve pounders. Thus fitted out,
 “ they fell down the river, till they came up to the seven Dutch
 “ ships, who, on their approach, drew up in a line of battle to
 “ receive them *. Three of the Dutch ships mounted thirty-
 “ six guns, three twenty-six, and one sixteen guns, each. The
 “ British ships, as they approached, followed their example,
 “ and drew up in a line likewise. As the Duke of Dorset was
 “ the nearest the enemy, Captain Wilson of the Calcutta, the
 “ Commodore, fired a gun as a signal for her to begin the en-
 “ gagement; which she immediately did, and came to an an-
 “ chor close to the enemy. Unhappily it fell a dead calm, so
 “ that the Duke of Dorset was engaged alone close to the enemy
 “ a considerable time, before either the Hardwicke or Calcutta
 “ could possibly come up: however, they at last got up, and all
 “ three joined in keeping a continual and very hot fire upon the
 “ enemy, which was returned by the Dutch with great brisk-
 “ nefs. At length, two of the Dutch ships were obliged to slip
 “ their cables, and run away; and a cross shot having cut the
 “ cable of another of their ships, she drove ashore, so that there
 “ were now only four ships to engage with. A few broadsides
 “ after, the Dutch Commodore struck his flag to Captain Wil-
 “ son, upon which the others followed his example †. In the
 en-

* The Dutch ships were the Vlissingen, of thirty-six guns, J. James Zuydland, Commodore; the Bleiswyk and Wilgeleegen, of thirty-six guns each; the Princess of Orange, the Elizabeth Dorothea, and the Waereld, of twenty six guns each; and the de Mossel, of sixteen guns.

† In this I imagine there is a mistake; as, on the Dutch Commodore's striking his flag, his second did not surrender, but fought his way, and made down

“ engagement, which lasted just two hours and five minutes,
 “ our ships did not lose one man ; a circumstance the more re-
 “ markable, as the Duke of Dorset was tore almost to pieces,
 “ having about ninety shot in her hull : Captain Forrester was
 “ wounded in the knee with a ball, and is reduced so low, that
 “ it is feared he cannot survive it. After the Dutch ships
 “ struck, Captain Wilson had the curiosity to go on board
 “ them. He reported that they were a most shocking sight,
 “ the decks being covered with dead bodies, and every thing
 “ bespattered with blood and brains. Out of one ship, he saw
 “ thirty dead bodies thrown overboard ; from which, and from
 “ other circumstances, he had reason to believe, that their loss in
 “ the engagement must have amounted to some hundreds. The
 “ crews were all carried up prisoners to Colonel Clive. Dur-
 “ ing this naval engagement, the land-forces which the Dutch
 “ had put ashore, were in full march for Chinsura, to the num-
 “ ber of about eleven hundred. Colonel Clive having intelli-
 “ gence of their march, sent a corps of five hundred English to
 “ oppose them, under the command of Colonel Ford. The two
 “ engagements ended much about the same time ; and in both,
 “ the English were victorious. Colonel Ford played his part
 “ so well, that he killed four hundred on the spot ; and made
 “ all the rest prisoners, and carried them likewise to Colonel
 “ Clive. This last victory is the more happy for us, as, had it
 “ gone otherwise, in all probability, the interest of the English
 “ in Bengal would have suffered greatly ; for the new Nabob,
 “ whether from some secret correspondence with the enemy, or
 “ from the natural treachery of the people, stood by with a
 “ considerable army to join the victorious party, whatever side
 “ should get the better. This appeared from his after behavi-
 “ our ; for, though he stood by a tame spectator of the appa-
 “ rently unequal combat the English sustained, no sooner did
 “ victory declare in their favour, than he sent to the comman-
 “ der and offered his service, and even offered his army to re-
 “ duce Chinsura ; but Colonel Clive thought proper to decline
 P 2 accepting

the river to Culpee, where he was intercepted by the Oxford and Royal George,
 two of our Indiamen just arrived in the river.

“ accepting his offer. This affair is now made up ; and Colonel Clive has delivered back the ships to the Dutch, on their giving security to pay 100,000*l.* for the damage the English suffered in the two engagements. Both engagements happened on the 24th of November.”

WEST INDIES.—*Leeward Island Station.*

TOWARDS the close of Autumn, 1758, intelligence having been received, that the French Carribbee islands were weakly garrisoned, and might be easily reduced, an expedition was planned, for attacking them. A body of troops, consisting of near five thousand men, was collected for this service : but, for some time, the Minister was unable to find a general officer who would accept of the command ; many having declined it, on various pretexts. At last, it was conferred on Major General Hopson, who, though almost worn out with age and infirmities, accepted it, on the principle, that he had no right to refuse undertaking any service his Majesty thought fit to order him upon. He had under him Major-General Barrington, and Brigadier-Generals Armiger, Haldane, Trapaud, and Clavering. (See Note 137.) This armament sailed from England the end of November, escorted by eight men of war of the line, commanded by Captain Robert Hughes ; and arrived in Carlisle bay, in the island of Barbadoes, the beginning of January, 1759. On board of these ships of war, were seven hundred marines, commanded by Lieutenant Colonel Rycaut ; which corps were, in case of need, to land as a battalion, and act in concert with the army. Here they found Commodore Moore with his squadron, who took upon him the command of the fleet, and was soon after joined by the Ludlow Castle, with the second battalion of Royal Highlanders under her convoy from Scotland. Commodore Moore deprived Lieutenant-Colonel Rycaut, of the marines, of all command ; whereby that useful corps was never permitted to land and act with the land forces, which was a very great loss to the army.

While

While here, the necessary orders were given for landing the troops, and making a descent on the enemy's coast; and, that these orders might be more clearly understood, while other matters were getting ready, the General had the whole army twice disembarked in Carlisle bay, in the manner they were ordered to land when acting against the enemy: while here, each line of battle ship received forty negroes, to assist the army in drawing the cannon, &c. On the 13th of January, the whole fleet sailed from Barbadoes, and next day got sight of Martinico, (See Note 137.) Early on the 15th, they were close in with Diamond Rock; and, in the afternoon, entered the bay of Fort Royal. The Florissant of seventy-four guns, and the Bel-lone frigate, were then lying off Negro Point: which ships immediately on descrying the British fleet, slipped their cables, and turned up the bay, and, by six in the evening, came to an anchor in the Carenage, behind the citadel of Fort Royal. The frigate was dispatched in the night for Europe; but, on her passage to France, she was taken by a ship of Admiral Holmes's squadron going to Quebec. As our ships turned up the bay, the enemy fired some shot from the Isle de Ramieres, at the headmost ships; but finding this had no effect, they desisted. The Commodore, having given the necessary orders for attacking the batteries along shore early next morning, the fleet kept plying to windward all night.

By break of day, on the 16th, the Bristol and Rippon turned up the bay to a small fort on Negro Point. The Lion, likewise designed for this service, had drove out to sea in the night. By eight o'clock, the two ships got close to the fort, and began so warm a fire, that the enemy soon abandoned it; when a detachment of marines was landed from the former, who, climbing up the rocks, entered the fort, and hoisted British colours. About the same time, the Winchester, Woolwich, and Roebuck, attacked the batteries in Cas des Navieres bay, about a league below Fort Negro, where it was proposed to land the troops. By some accident, the enemy's powder magazine at this place blew up. The ships, after silencing the enemy's batteries, were ordered to remain at their

stations, frequently firing upon the shore, and into the woods, to prevent the enemy from assembling a body of forces to oppose a descent. The French having thrown up intrenchments in several small bays, lined with troops, who, expecting the army to land there, kept close concealed behind them; intending from thence to have poured their whole fire upon our troops as they approached the beach.

The Generals and chief engineer, after reconnoitring the coast, fixed on a place where the landing should be attempted. About two o'clock in the afternoon, the Commodore made the signal for the troops to prepare to land, and to rendezvous under the stern of the Cambridge; where they were ranged into three divisions, commanded by Captains Shuldham, Gambier, and Burnet. At four o'clock, the signal for the descent being made, the troops rowed briskly towards the shore, under cover of the fire from the ships which had attacked the forts along shore in the morning, and made good their landing between Cas des Navieres bay, and Point Negro, without any opposition from the enemy. The boats immediately returned to the transports; and before day-light was gone, most of the troops were disembarked, and the remainder, with the light artillery, early next morning. The army took post on the high ground above Fort Negro, and lay on their arms all night. The squadron came to an anchor between Fort Negro and Isle de Ramieres; when the enemy, perceiving that the ships were within reach of their shells, began to bombard them. Some of the shells fell beyond the Rippon, Lyon, and Bristol; and one fell very near the Cambridge; on which, the Commodore ordered the headmost ships to weigh, while he himself slipped his cable, and dropt astern. During the night, the enemy were constantly employed in fortifying every place, where there was a possibility of troops marching to attack the citadel of Fort Royal. The nature of the country greatly aided their efforts; and the whole militia, being now in arms, they amounted to at least ten thousand men, who were to oppose an army of no more than four thousand four hundred and
forty

forty-four men, as appeared by the returns given in to the General.

By day-break of the 17th, the light artillery being landed, and the enemy appearing in large bodies on a rising ground near a wood; the grenadiers of the army, under the command of Lieutenant-Colonel Crump, were sent to attack them. On the approach of the grenadiers, the enemy retreated into the wood, from whence they kept up a warm, though irregular fire; infomuch, that the British troops could not force them from thence; whereupon the sixty-first regiment, with some field-pieces, were sent to support the grenadiers. The enemy, however, were likewise considerably reinforced, and kept so much under cover of the trees and bushes, that the Colonel after repeated attacks, found he could not dislodge them; and the French having set fire to a large field of sugar canes on the flanks of Colonel Crump's corps, their retreat became so endangered, that, about eleven o'clock, the General sent an order for them to retire; and to take post nearer to the army, and more out of the reach of the enemy's shot.

The General, being thus foiled in his first attack, sent an aid-de-camp, with a letter to the Commodore, demanding his assistance to enable him to attack the citadel of Fort Royal; and, while waiting for an answer, a party of the Royal Highland regiment were sent to skirmish with the enemy, where, though very roughly handled, they behaved with the greatest bravery. The General had requested the Commodore to land the battering cannon at the savannah near to the town of Fort Royal, and to attack the citadel with the ships of the line, while he battered it from the land; as unless these demands were complied with, he could not, he said, maintain his ground. On this, the Commodore summoned a Council of war of naval officers, who judged it impossible to comply with the demands made; as, in landing the cannon at the savannah, the boats employed on that service, must of necessity be exposed to the fire of Fort Royal, which could not be attacked by the squadron, without the greatest risk; for, the easterly wind and leeward current constantly setting out of the

bay, prevented the men of war from proceeding higher, without being frequently obliged to tack; in doing of which, some hours would be requisite, and the ships all the while be exposed to the cannon and mortars of Fort Royal, the Isle de Ramieres, and a strong battery at the end of the bay. Fort Royal is built on a peninsulated rock, which projects into the bay, being considerably higher than any ship, it could not be attacked by the squadron with any prospect of success. The Commodore, therefore, offered to land the cannon at Fort Negro, and that the seamen should drag them to what place the General thought proper to begin his attack; a most difficult and hazardous service, as the whole country from Fort Royal to Fort Negro is very uneven, being much intersected by deep ravines and narrow passes.

The General, judging his strength insufficient to reduce the island, came to a resolution to retreat that same evening on board the transports. The better to deceive the enemy, intrenching-tools, chevaux-de-frise, &c. were landed; parties kept skirmishing with the enemy's advanced posts; and a breast work was begun. But, as soon as night set in, some of the ships of war drew near to Point Negro, to cover the re-embarkation of the troops, in case they should have been attacked in their retreat. This resolution of General Hopson's being quite unexpected, the enemy gave him no molestation: the army began to re-embark about seven, and were all on board by eleven o'clock at night. Our loss in this attempt, was only one officer and twenty-two men killed, with two officers and forty-seven men wounded.

Early on the 18th, a Council of war was held, when it was determined to leave Fort-Royal bay, and make an attempt on St Pierre, the capital of the island. As the General was desirous that no time might be lost, the Commodore immediately made the signal to weigh; and, the better to deceive the enemy, kept turning into Fort Royal bay, till the evening, when the whole fleet stood out of the bay, and run down along the west side of the island; and, by six o'clock next morning (the 19th,) were off the town of St Pierre, it bearing E. N. E. distant

distant four miles. This town is large and well built, situated at the upper end of a spacious bay. Its only strength is a small, though regular citadel, with some batteries of cannon and mortars, on the heights above the town. The destruction of this town, was all that could be effected by the ships, as, from the great depth of the water, they could have come within pistol-shot of the fort; and at this instant a westerly wind, a phenomenon in these latitudes, sprung up, and blew right into the bay till evening. Nothing could be more favourable to the attack than this circumstance. But even after the town had been destroyed, the conquest of the island was at as great a distance as ever; as still Fort Royal remained to be reduced; and, until that was done, there was no possibility of maintaining our ground on the island with so small a force.

Before the town, lay a great number of vessels, which might have been destroyed by the bomb-ketches; but this was never attempted. At seven o'clock, the Commodore ordered the Panther in to sound the bay, which was done from side to side: at eight, two bomb-ketches were ordered towards the town; and at noon, the Rippon was sent against a battery, a mile and a half north of St Pierre's. While the Rippon was proceeding to her station, things had much the appearance of an attack: But another Council of war being called, the plan of operations was once more changed; the bomb-ketches were forbid to bombard, and the Panther was recalled. The fleet of the enemy's merchant ships and privateers at anchor before the town, beheld our supineness in full security. Why the Panther was not ordered to fire some broadsides as she ranged along the bay, and the bomb-ketches to throw shells among them, was matter of general surprize, as that would have obliged them either to run ashore, or put out to sea, when they must have fallen into our hands. But, what was still a greater cause of wonder, even after the resolution of entirely desisting from the attack on Martinico had been determined on, the Rippon was suffered to proceed alone against the battery, as if to try the experiment, whether the power of her thunder alone, was sufficient to have reduced the island. Captain Jekyl brought

brought up against the battery at two o'clock, within half a cable's length of the shore, in thirty-five fathom water, and immediately began a very warm fire. The battery was presently silenced : but the enemy, having no other object in view, bestowed the whole of their attention on this seemingly devoted ship ; for no sooner was the first battery silenced, than they opened another on a point to the northward, and a third on a hill to the southward, which with the battery at the north end of the town, and a bomb-battery, all fired at the same time on the ship. Captain Jekyl, from his situation, was obliged to fire from both broadsides and stern-chase guns at the same time, for upwards of two hours. The enemy often hulled the ship, wounded the masts, sails, yards and rigging, and killed and wounded several men.

Captain Jekyl, at half an hour after four, observing the Commodore with the men of war and transports, to be above two leagues astern ; the bomb-ketches called off, and no ship of the Squadron engaging the enemy, or any coming to his assistance, notwithstanding they must see the desperate situation the Rippon was in ; concluded, that all thoughts of the attack against St Pierre were laid aside ; and finding his ship to be in great danger from the number of shells, most of which were extremely well directed, he ordered his boats to be manned, the cable to be cut, and the ship to be towed off. On her retreat, all the batteries redoubled their fire ; those that had been silenced, opened again ; some of them raked her fore and aft ; a shell sunk the long boat astern ; while the militia poured an incessant shower of small shot on her. The ship was now so close to the shore, it was every moment expected she would take the ground ; and as she was attacked from so many different points, Captain Jekyl found it necessary, not only to continue to fire at once from both sides, and from his stern chase, but even to run two guns out of the stern gallery.

At half an hour after five, the Commodore having sent a Lieutenant on board, with orders to tow off the ship ; at six,

a breeze springing up, she was soon out of the reach of the enemy's shot. The Rippon, in this engagement, expended upwards of seven hundred great shot, though, for the last two hours of it, fifty men were employed in towing off the ship, besides above forty sick in the hold during the whole time of the action. Captain Jekyl, in this conflict, displayed the most consummate bravery. Never was a ship in greater danger of being sunk; for the enemy's bomb-battery was well served, and they soon got her distance with such exactness, that few of the shells (which were constantly thrown from the beginning to the end of the action) fell farther from the ship than twenty yards; while many dropped along-side, and one between the barge and the yawl. Thus ended this attack on Martinico, which certainly was not attacked so briskly as it ought, and brought no kind of credit to our arms. The Commander in Chief of the land-forces was not equal to such severe service: although his intentions were extremely good, yet from the infirmities of age, he was obliged to take every thing by report. Had he been in the prime of life, able to have exerted himself, and to have led on the attack briskly, there is little reason to doubt, that, from the blow being so very unexpected, and the consternation the enemy appeared to be in, the consequence must have been, the reduction of the island in a very short time.

The same Council of war that agreed to relinquish the attack on Martinico, resolved on that against Guadaloupe, (See Note 137.), the next object pointed out to the General by his instructions. Accordingly, at eight in the morning of the 20th, the Commodore made sail to the northward, and was soon after joined by the troops from Antigua. By noon of the 22d, the fleet was close in with the town of Basse-Terre, the capital of the island of Guadaloupe, and kept plying all day between that island and Isles des Saintes; while the General Officers, Commodore, and chief engineers, were employed in reconnoitring the town and the shore. The town is built along a fine open bay, defended by several batteries of heavy

can-

cannon towards the sea; and, on a considerable eminence to the southward of the town, stands Fort Royal, mounting forty-seven pieces of cannon.

From the time the fleet appeared, the enemy were extremely busy in throwing up intrenchments to defend every possible landing place, and in taking every precaution that the time would admit of, to resist an attack. From the great height of Fort Royal above the water, the chief engineer was of opinion, that it was impregnable to the squadron, and that their lower-deck guns could not batter it. The subsequent attack shewed his opinion to be well founded; as the shot from the men of war neither injured the walls, nor dismounted the cannon, but almost entirely ruined the upper stories of the barracks. As soon as the shore had been sufficiently explored, a Council of war was held, wherein it was resolved to make an attack on Basse-Terre with the men of war early next morning; and the Commodore, notwithstanding the chief engineer's opinion to the contrary, resolved to place the three largest ships of the line against the citadel. The ships were ordered to attack in the following order.

Ships.	Guns.	
Lion	60	} A battery to the southward of the citadel, of nine guns.
St George	90	} The citadel of Fort Royal, mounting forty-seven guns.
Norfolk	74	
Cambridge	80	
Panther	60	} The Royal battery in the town, of twelve guns.
Burford	70	
Berwick	64	} A battery in the town, of seven guns, called St Nicholas.
Rippon	60	} Le Morne Rouge, a battery of six guns en barbette, a little to the northward of the town.

The Captains were ordered to silence their respective batteries, if possible, and to ly by them till further orders. The bomb-ketches had, during the night, thrown some shells into the

the fort and town to interrupt the enemy, who were extremely busy at their works; but these did little or no execution. About seven in the morning of the 23d, Commodore Moore shifted his broad pendant from the Cambridge to the Woolwich; and, half an hour afterwards, he made the signal to engage, on which the ships destined to attack, drew into a line, and ran down close along the shore of Guadaloupe. At nine o'clock, the Lion got abreast of the battery she was ordered to attack, and began to engage very warmly. She was raked, however, by a small battery astern to the southward, and by all the guns which the citadel could bring to bear upon her. At half past nine, the St George, Norfolk, and Cambridge, began to engage the citadel, and kept up a most incessant fire, till five in the afternoon, when the fort ceased firing. At ten, the Panther anchored with a spring on her cable, close to the Royal battery, and continued warmly engaged for several hours.

The Burford, who was to have supported the Panther, had unfortunately let go her anchors too soon, by which means, when she began to engage, some of her shot struck the Panther. This obliged Captain Shulldham, in the heat of the action, to send an officer on board the Burford to acquaint Captain Gambier of the accident, who finding, by his situation, that his fire would be of no service, slipped his cables, and drove off to sea. The Berwick was just going to let go her anchors abreast of St Nicholas's battery, when the enemy set fire to some of their small craft, and cut them adrift; one of which was so near driving on board of her, that she was obliged to relinquish her station, and stand out to sea to avoid being set on fire.

The Rippon, about a quarter of an hour after ten, brought up against the Morne Rouge battery; but having run in too close, on letting go her anchors she tailed the ground, and stuck fast; and, from the Berwick's being obliged to put out to sea, she was exposed to the fire of the St Nicholas, as well as the Morne Rouge batteries. At twelve o'clock, the Lion, St George, Norfolk, Cambridge, Panther, and Rippon, were in hot action. The citadel was severely galled by the shot from the Panther, as Captain Shulldham ordered all the cannon which
could

could be brought to bear, to play upon it. The *Lion* having silenced her battery, was called off, about twelve o'clock, by the Commodore. Of all the ships that were engaged, the *Rippon* was in the greatest danger. After having silenced the *Morne Rouge* battery, the enemy perceived she was aground; upon which they returned to their guns, filled their intrenchments with a large body of militia, and kept up an incessant fire of great guns and small arms; while the *St Nicholas* battery raked her on the starboard bow, and killed and wounded many men. To add to her distress, a large box, containing nine hundred cartridges of gun powder, blew up on the poop, and set fire to the ship, which was with much difficulty extinguished. All her grape shot was expended. Having made the signal of distress, the *Bristol*, Captain Leslie, came immediately to her assistance; run in between her and the *St Nicholas* battery, which had played upon her from the beginning of the action, and kept a well-directed fire upon it. His marines, at the same time, taking the militia in the trenches in flank, drove them from their post, so that the fire on the *Rippon* in a great measure ceased, especially when the *Roebuck*, Captain Lynn, run in and engaged the battery of six guns to the northward of the *Morne Rouge*, and silenced it.

It being now near five in the evening, and the whole of the enemy's cannon silenced, the Commodore made the signal for the troops to prepare to land; on which the first and second brigades got into their boats, and repaired to the rendezvous; by which time, night was near at hand. The Commodore having soon after recalled the signal, the troops were ordered back to their respective transports; in doing which, owing to the darkness of the night, and the men of war, on their return from the batteries, having nearly run down some of the boats, they found great difficulty and danger.

The *Rippon* still continued aground. Captain Jekyl used every means to get her off. He ordered all the larboard guns to the starboard side, started thirty tons of water in the forehold to lighten her forward, and employed all his boats in endeavouring to tow her off. Having carried out hawsers, all hands
were

were ordered to the capstern, but the anchors came home ; and in this disagreeable situation did the ship remain, till near twelve o'clock at night, when, contrary to almost every one's expectation, she gave a sudden start, and immediately floated, to the great joy of the officers and men, who were not without apprehensions that the enemy would attempt burning her in the night.

About seven in the evening, the four bomb-ketches stood towards the town, into which they threw some shells and carcasses ; and as all the houses were covered with shingles, numbers of them entirely built of wood, and the place contained large magazines and storehouses of rum, sugar, tar, &c. whose contents took fire like tinder, this beautiful town blazed forth, by ten o'clock, a dreadful scene of conflagration. This inconsiderate step ruined many innocent people : nor has time ever been able to discover, what purpose the burning of the town of Basse-Terre was intended to answer ; as, when this wanton bombardment took place, the batteries were silenced, and the place giving no sort of annoyance to the shipping.

The number of men killed in the action, was not proportioned to its severity. The only officer killed, was Lieutenant Roberts of the marines, in the Norfolk : the wounded were, Captain Trelawny of the Lion, Lieutenant Curle of the marines of the same ship, and Lieutenant Chandy of the marines of the Rippon ; with about thirty men killed, and double that number wounded. There were found in the road the hulls of several vessels, to some of which the enemy set fire ; while others of them, endeavouring to get out to sea, were intercepted by the Ludlow Castle, and other men of war.

It is very remarkable, that the enemy never hoisted their colours during the whole of this furious cannonade ; concerning which it is but proper to observe, that this great expenditure of powder and shot might well have been saved. But the Commodore seemed resolved, that the ships of war should do something more than merely cover the landing of the army, and transport their cannon and stores. Had the troops been landed, under cover of the frigates, in a bay about a mile to the north-

northward of the town, and which might have been done with very little loss, as the enemy had only a few companies of regular troops to oppose them, the militia would not have long withstood the cannonade of the covering ships. The town, being quite open on the land side, must either have submitted, or have been abandoned on the approach of the army. The citadel was not in a situation to make long resistance against a regular attack; and the burning of so fine a town, answered no purpose, but to ruin individuals, and to render them more desperate in the defence of the island; whereas, on the contrary, had their wealth and property remained untouched, they would have been anxious for a capitulation, as the only means left them to prevent it from suffering by the dreadful calamities generally attendant on war.

The 24th, not a gun was fired from the shore; while the town still continued to burn with unremitted violence. The whole fleet came to an anchor in the bay by two o'clock in the afternoon; and at three, the Commodore made the signal for the troops to prepare to land. These immediately got into their boats; and by five in the evening, the first and second brigades were landed a little to the northward of the town; and, presently after, the third brigade, without any molestation from the enemy. Captains Shulldham, Gambier, and Burnet, conducted the debarkation.

The enemy had not time to finish the intrenchments they had begun on the rising ground behind the town, where it was expected they would make an opposition; instead of which, they abandoned them, and fled. The army was immediately drawn up on the high grounds, and lay on their arms all night. Soon after the troops had taken post behind the town, the enemy abandoned the citadel of Fort Royal, and retired on the other side of the river Gallion, towards the mountains. On this, the sixty-first regiment was dispatched to take possession of the town and citadel; four hundred of whom, under Major Teefeldale, went against the latter; and never were troops in greater danger, as the enemy, when they retired out of the fort, after spiking up the cannon, had laid a train to the powder magazine,

in

in which were three hundred barrels of gunpowder. Luckily for our troops, a Genoese, who had been the chief gunner of the place, and who had secreted himself when the French abandoned the fort, found means to desert; and, just as the troops got close to the walls of the fort, he informed the commanding officer of the danger they were all in. Having proffered, if they would follow him, to lead them into the place, his services were accepted. Not a moment being to be lost, the utmost dispatch was used in getting into the citadel, to which the deserter faithfully conducted them; and the train being the first thing sought for, was found, and instantly swept away by the pioneers; while the unfortunate negro, who had been bribed with a few dollars to set fire to it, was found with the lighted match in his hand, drunk, and staggering towards it. He was immediately secured, and his match extinguished. About six in the evening, our colours were hoisted on the uppermost bastion of Fort Royal.

The 25th was solely taken up in landing the tents and light artillery, and marking out the ground for encamping the battalions on the different heights, in such a manner as to be able, in case of an attack, to assist each other. A corps of light infantry was formed from the different regiments, and the command of it given to Major Melvill, who took post with it in a most advantageous situation, about three miles up the country, which so effectually commanded all the passes on that side, that if the enemy stirred, he was, from his situation, enabled to give the alarm. And here it is worth remarking, how dangerous it is to allow an enemy to recover from the consternation into which a successful and unexpected attack necessarily throws them; it being the opinion of the best informed, that had our troops, small as they were in number, been led on briskly against the enemy early next morning, while their minds were yet strongly impressed with fear, their ears still sounding from the dreadful cannonade of the ships of war, no regular plan of defence resolved on, and their works not yet completed, they would presently have been drove from their strong hold; and in a few days after, the whole island might have been subdued.

M. Nadau, the Governor of the island, judged properly in abandoning the citadel; for as he had few regular troops, with which to make a defence, and the place, unprovided with out-works, was commanded by higher ground, he would have been obliged to surrender, and with him the whole island. But by retiring to the mountains, he was able to assemble the whole of the militia; and, trusting to the natural strength of the country, and the unwholesomeness of the climate, he was enabled to hold out for some months, during which time he had hopes of succours arriving from Europe, or of the British strength being so much exhausted, that they would be obliged to relinquish the enterprize: Both of which events were very near taking place. The spot he pitched upon to make a stand at, was called the Dos d'Ane, from its resembling, at a distance, an ass's back. Here he convened a great body of the militia, and set to work to raise strong intrenchments, on which a number of cannon were planted. It was a post exceedingly strong by nature, situated in a deep cleft in the mountains, and commanded entirely the passage into the Capes Terre, by much the richest and best cultivated part of the whole island. The ascent to this post from the town, from which it is distant about four miles, is for the most part extremely steep, the road crooked, and interrupted by rocks and stumps of trees; the whole environs being intersected by deep ravines or gullies, at the bottom of which run rapid torrents of water, which make them still more difficult to pass; and at every place where there appeared a probability of our attempting to force a passage, an intrenchment was thrown up.

On the 26th, our Commanders sent M. Nadau a letter, containing proposals for the surrender of the island. To which he returned the following answer:

“ GENTLEMEN,

“ I HAVE received the letter your Excellencies did me the honour to write on the 25th. The proposals you offer, are such as could only arise from the easy acquisition you have made of the town and citadel of Bassé Terre; for otherwise,
“ you

“ you must do me the justice to believe, I would not have received them. The force you possess, is indeed sufficient to give you possession of the extremities of the island; but as to the inland part of the country, we there have an equal chance with you.

“ In regard to any consequences that may attend my refusal of the terms proposed, I am persuaded they will be such only as are authorised by the laws of war: but should it happen otherwise, we have a Master who is powerful enough to take revenge for what we may suffer. I am, with respect, your Excellencies most humble and obedient servant,

“ NADAU D'ETREIL.”

“ *Guadeloupe, 27th January, 1759.*

“ To their Excellencies Messrs MOORE
“ and HOPSON, General Officers of
“ his Britannic Majesty's Forces at
“ Basse Terre.”

This answer of M. Nadau was spirited and proper. It was no idle gasconade, so characteristic of his countrymen, but the dictates of a man resolved to defend to the utmost of his power the charge entrusted to him: for he on all occasions manifested a steady courage, and, with a handful of regular troops, and a large body of undisciplined militia and negroes, he made a stand for upwards of three months. At the time this answer was communicated to the General, the army was in high spirits, and in good health; but instead of carrying the war into the Capes Terre, the only part of the island where regular troops could act to advantage, he kept them employed in skirmishing with the enemy, in burning some houses and sugar plantations, and in repairing and adding some works to the citadel of Fort Royal.

This sort of war cost the lives of many men; and as the whole of the army was not kept employed, numbers, from mere inactivity, joined to the natural unhealthiness of the climate, fell sick, and the hospitals became crowded.

On the 4th of February, a detachment was sent out to attack a house which the enemy had fortified, and which gave some annoyance to our advanced post. It belonged to Madam de Charmy, who, with a true Amazonian spirit, headed her servants, appeared at every place where the fire was the hottest, and encouraged her negroes to defend the post to the utmost. Indeed its situation was such, that nature alone seemed sufficiently to have guarded it. This plantation was on the summit of a steep precipice, and strongly intrenched; but, as the British troops, when properly led on, generally surmount all difficulties, they, after a hot dispute, carried the place, which the enemy deemed impregnable; but with considerable loss. Two officers were killed, and three wounded. Much too great a loss, in obtaining so small an advantage.

The enemy seeing us so very inactive, began to grow more daring, and even to approach within cannon-shot. They erected some intrenchments on a hill to the southward of the citadel, from whence they greatly annoyed the garrison with musketry, and fired at the troops from a small battery, as they relieved the guard at the works beyond the river Gallion. It being resolved to attack these two posts, Lieutenant-Colonel Desbrisay was pitched upon to command the detachment for this service, which consisted of the grenadiers, with one hundred men and the pioneers of the sixty-first, and grenadiers of the sixty-third regiments. Early on the 6th, Colonel Desbrisay ordered a party, consisting of the battalion men and pioneers, to attack and destroy the enemy's battery, and level their intrenchments. But the officer (Captain Barford of the sixty-first regiment) who was sent on this service, having misunderstood Colonel Desbrisay's orders, not only marched against a wrong battery, situated half a mile more to the south than the one he should have attacked, and destroyed the cannon; but, at his setting out, committed another capital error, by setting fire to upwards of a dozen of negro huts scattered on each side of the road, with which he might have covered his retreat, in case he had been attacked. The blaze thereby occasioned, alarmed the enemy, who immediately repaired

paired to the four gun battery in such numbers, that he now found it impossible to fulfil the most material part of his orders; and on his retreat his detachment had like to have suffered much, being obliged to march back the same road by which they had advanced, and close to the negro huts, which still continued to burn with great fury. But being now reinforced by the half of the grenadier company of the sixty-first regiment, they marched up a steep hill, and attacked the enemy's intrenchments, which they entered. While the pioneers were employed in levelling these, a large body of the enemy were observed marching to attack the remainder of the grenadiers which Colonel Desbrisay had posted on the other side of a ravine; and as the party under Captain Barford were very near the enemy, and took them in flank, they instantly began a very warm fire on them, which lasted only about ten minutes, when the enemy suffered so much, that they fled with the greatest precipitation. The citadel, during this attack, fired a number of cohorn and royals, which, on the enemy's flight, did amazing execution.

In this little affair, the officers of the sixty-first regiment greatly distinguished themselves: and prevented, by their presence of mind, the party of grenadiers from being overpowered. Our loss was only eight men killed and wounded: but, by a deserter who came in next day from the enemy, it was learnt, that their loss consisted of seventy men killed, and one hundred and thirty wounded.

While these matters were going on with the army, the sailors were busied in transporting to the citadel such of the enemy's cannon, found on the batteries in the town, as appeared serviceable; and in landing some cannon from the men of war.

It being resolved to attack Fort Louis on the Grand Terre side of the island; on the 6th, the Commodore detached on this service, the Berwick, Roebuck, Woolwich, Renown, Bonetta, two bomb ketches, and a detachment of marines, under the command of Captain Harman; along with whom, the General detached some companies of the Royal Highland

regiment. And on the 10th, the Panther was dispatched to reinforce Captain Harman's squadron.

Early on the 13th, Captain Harman proceeded with the ships under his command, and attacked Fort Louis in the following order, having first bombarded the place for several days.

Roebuck of 40 guns,	Captain Lynn.
Winchester, 50	— Le Cras.
Berwick, 64	— Harman.
Panther, 60	— Shuldham.
Woolwich, 44	— Deering.
Renown, 32	— M'Kenzie.

Besides the fort, the enemy had a number of batteries along the shore, and two redoubts on two hills, each mounting four pieces of cannon; all which played with great fury as the ships approached. The cannonade having lasted five hours, every house in the fort was burned by the bomb-shells, a breach made in the walls, and the enemy drove from their batteries along shore. The enemy had prepared three vessels as fire-ships, which they moored across the entrance of the harbour, but they were boarded by the boats of the fleet, towed on shore on the Isle de Couchon, and set on fire. Captain Harman, who, before he proceeded with the ships to the attack, had ordered the Highlanders and marines to get into the flat-boats, to be ready to land at a moment's warning, now made the signal for the troops to land, when the boats rowed briskly for the shore, and landed, notwithstanding the enemy kept up a brisk fire on them from their intrenchments and redoubts. Major Campbell of the marines, commanded the troops, and led them on with such spirit, that the enemy were soon driven both from the fort, and all their works, with fixed bayonets; most of the mens ammunition having been spoiled in landing, owing to the boats not being piloted to the proper place of disembarkation. The enemy with great labour and skill, had drove wooden piles, at some distance from the beach, all along the shore

shore, whose tops did not appear above water; by which means the boats not being able to get close enough to the shore, the soldiers were necessitated to plunge into the water, which in most places took them above the middle. No troops could behave with more courage, than the Highlanders and marines did on this occasion; nor did they gain their point without considerable loss. A Lieutenant of the Berwick, with several seamen, were killed. While this little exploit was going on, General Hopson kept the army employed in working at the additional fortifications he had ordered to be made to the citadel, and in a few trifling skirmishes with the enemy. Such numbers of the troops fell sick from this life of inactivity, that his Excellency was compelled to send a great many of them to Antigua.

Things were in this disagreeable situation, when, on the 27th of February, General Hopson breathed his last. The command now devolved on Major-General Barrington; who resolved to pursue quite another plan of operations, and to carry the war both into the Capes-Terre and Grande-Terre at the same time. The Commodore having intelligence, that the Dutch, from St Eustatia, frequently supplied the enemy with provisions, sent the Rippon and Bristol to cruise off that island, and, if possible, to prevent this traffic.

On the 28th of February, General Barrington gave orders for the army to hut on their present ground; which was completely done, by the 1st of March. This was only meant, however, as a finesse to amuse the enemy, who looked on it as a certain indication of the army being to remain on the Basse-Terre side. The artillery, baggage, and sick, were all embarked on the 2d, 3d, and 4th. The next day, the batteries in the town were blown up; and, very early on the 6th, the out-posts were called in. Before day broke, the whole of the army were on board the transports, except the sixty-third regiment and a detachment of artillery, who were left as a garrison in Fort Royal, under the command of Lieutenant-Colonel Desbrisay. The Commodore also left the St George and Buckingham men of war, as a further security to the garrison. The

enemy were greatly surpris'd at this manœuvre, who, neither hearing our drums at day-break, nor seeing any motion at the out-posts or camp, seem'd to suspect an ambuscade. They therefore ventured, with the greatest caution, first to the out-posts, then to the first encampment, and so on to the lowermost huts; and finding all abandoned, they, about mid-day, set the huts on fire.

On the 7th, the Commodore, with the men of war and transports, sail'd for Fort Louis on the Grand-Terre side of the island; but, from the trade wind and leeward current, it was the 11th before they arriv'd; and many of the transports did not get round till the 20th. On the 11th, a large detachment was sent out to cover a party of seamen, employ'd in dragging a fish pond; and although the enemy kept at a considerable distance, yet, by a constant though irregular fire, they kill'd three men, mortally wounded Lieutenant Sinclair of the Highlanders, and wounded nine private men; a transaction, which General Barrington was extremely displeas'd with.

At this time, the Commodore received a piece of intelligence, that in a great measure deprived the army of the assistance of the fleet, (by much the most formidable part of this armament), and greatly retarded the conquest of the island: this was, the certain arrival of a squadron under the command of M. du Bompert, from Old France, consisting of eight ships of the line and three large frigates, (See Note 138.), having on board a battalion of Swifs and other troops, intended for the relief of Martinico, should he find it invest'd by our troops. He was then lying between the Isle des Ramieres and Point Negro, in the Great Bay of Fort Royal, in the island of Martinico; from whence it was very practicable for M. du Bompert to throw succours into Grande-Terre, while Commodore Moore, in the situation he then lay, would be incapable of putting to sea to oppose him. The Commodore, therefore, came to a resolution, to call in all the cruising ships, and to sail immediately to Prince Rupert's Bay, in the island of Dominica, where he might be early acquainted with the motions of the enemy, and be ready to follow him, if occasion requir'd,

ed, as he would then be to the windward of Guadaloupe, and only nine leagues distant from it. Accordingly, the marines doing duty on shore were relieved, and put on board their respective ships; but they being sickly, the General, at the request of the Commodore, sent a detachment from the army on board the men of war; and on the 13th, the squadron sailed from Fort Louis, to Prince Rupert's Bay, (leaving the Roebuck to guard the transports), where the Commodore was soon after joined by the St George, Buckingham, Rippon and Bristol.

This resolution of the Commodore's, though extremely necessary, proved exceedingly hurtful to our commerce in these seas; for, during his stay in Prince Rupert's Bay, the enemy captured a great number of our trading ships. This occasioned great murmurs among the merchants and planters, against the Commodore: but when matters are properly considered, it evidently appears, that it was impossible for him to have acted in any other manner, in the then critical situation of affairs.

As the destination of the French squadron, as well as where its future operations might be directed, was uncertain, Brigadier-General Haldane resolved to proceed immediately to his government of Jamaica, to put that island in a proper posture of defence: and having sailed on the 21st, in the Renown frigate, his place, as Brigadier-General, was supplied by Lieutenant-Colonel Crump. As several transports were now arrived with the troops on board; on the 23d, the General ordered a detachment of six hundred men on board such transports as carried most guns, under the command of Lieutenant-Colonel Crump, having under him Lieutenant Colonel Barlow; and on the 25th, they sailed to attack the towns of St François and St Anne's.

The same day, arrived three hundred and fifty volunteers from Antigua, Montserrat, and St Christopher's. These were immediately landed; and the General, being thus strengthened, embarked three hundred men under the command of Major Teesdale, with a view of attacking the enemy's post at Goufier.

sier early next morning, very properly judging, that they had sent a considerable part of their forces to oppose Colonel Crump, as they did not appear so numerous at this post as formerly. Early, therefore, in the morning of the 30th, this detachment were in the flat-boats, and rowed for the shore. The enemy made a short opposition from their battery and intrenchments; but, notwithstanding these efforts, the troops landed, formed on the beach, and instantly attacked and drove them from their works, with great spirit and resolution.—The town was set on fire, and the cannon and battery destroyed. In consequence of the success of this detachment at Gosier, the General formed a scheme for an attack upon all the enemy's posts, which they had erected opposite to ours. He sent orders to Major Teesdale, to force his way to Fort Louis, from which he was distant about two miles; and his route lay over a rugged, mountainous, and woody country. Orders were likewise sent to the officer commanding the troops in the camp, under the walls of Fort Louis, to make two forties, and attack the enemy's intrenchments. At the same time, all the boats of the transport ships up the harbour, were filled with as many men as could be spared, and ranged as if going to land in the rear of the enemy's works. Their attention was so much distracted, that they knew not, by seeing so many places threatened at once, which to succour first; and, apprehensive lest they should be put between two fires, they neglected to reinforce a post on the top of a high and steep hill, which Major Teesdale had orders to attack: by this means he carried his point, which proved of the utmost importance. From the natural strength of this place, if the enemy had behaved with common resolution, success was very uncertain. The flat-boats, therefore, rowed along shore as this detachment advanced, to be ready, in case of their being repulsed, to bring them off; but finding the enemy successively give way, they pursued, and got possession of a hill on whose summit the enemy had established a post, and, with immense labour, under cover of felled trees and brushwood, had erected a battery of three twenty-four pounders, which was to have opened the

next

next morning on our camp, which it entirely commanded. This post was carried with the loss of Captain Gunning of the sixty-first regiment, an excellent officer, and universally lamented by the army: seven private men were also killed, and two officers and ten private men wounded. The intended forties from the camp, through some misunderstanding of the orders, did not take place; by which means the enemy's intrenchments remained unattacked.

The detachment, under Lieutenant-Colonel Crump, landed without opposition, between the towns of St François and St Anne. Here he divided his troops into two corps; and sent Lieut.-Col. Barlow, at the head of one of them, against the latter place; while he himself proceeded, at the head of the other, against the former. The enemy made a shew of defending both places; but were attacked with such resolution, that the towns were carried and burnt, and the batteries and cannon destroyed; after which, they returned to the boats, and re-embarked again. This service was performed with the loss of one man mortally*, and two slightly wounded.

As the General had determined to make an irruption into the Capes Terre, he only waited the arrival of some transports with troops on board, to put his design into execution: but, before they arrived, he received a piece of intelligence, which called his attention for a little while to Basse-Terre; where the enemy, soon after the fleet and army had left that place, became extremely daring. They approached the citadel in considerable bodies, and fired into it; by which several men were wounded. In order to repel these attacks, Lieutenant-Colonel Des-
brisay,

* This poor fellow belonged to the Royal Highlanders, and received his wound as soon as he landed. His companions carried him to a hut close by, where they laid him down, leaving his firelock by his side. When the troops were marched to attack the towns, distant some miles from the place of landing, a rascally Frenchman came into the hut, and perceiving the dying soldier incapable of resistance, he eased himself on the poor man's breast, and was going towards the door; when the soldier full of indignation, mustered all his strength, laid hold of his musquet, and fired it at the miscreant, who fell dead on the spot. In this situation was he found, when the troops returned to their boats: this worthy soldier died, as his companions were carrying him on board.

brisay, the Governor of the place, ordered the cannon to be fired, whenever the enemy appeared in force; and, to be the more ready for this service, he had caused two barrels of gun-powder to be put into the stone centry-box, in the angle of a bastion, to be near at hand when there was occasion to fire the cannon. These barrels had unluckily been neglected to be properly covered up; and the enemy appearing in a large body, the Governor ordered a few guns to be fired at them; when some sparks from the wadding of one of the guns, were observed to blow towards the centry-box where the powder was lodged. Governor Desbrisay being informed of this, sent two bombardiers to cover up the barrels with sheep skins; but the Governor having unfortunately ordered another gun to be fired before the bombardiers could execute the service they were sent on, a spark from the wadding of the gun set fire to the gun-powder, which occasioned a dreadful explosion. The Governor, and the two bombardiers, were blown to atoms; Major Trollope, Lieutenant Read, some artillery men, and several men of the sixty-third regiment, were killed; and Captain Gilman, several other officers, and some privates of the same regiment, were wounded. The enemy, on perceiving this disaster, which they thought greater than it really was, came down in large bodies, with a design to attack the fort; but received so severe a fire, from the cannon and musquetry, that they were soon convinced of their mistake; and after sustaining considerable loss, they retired within their works. Being soon after supplied with a thirteen inch mortar from Martinico, they began to throw shells into the fort, and were busy in erecting a battery of cannon; when General Barrington being informed of the situation of affairs at this place, he immediately detached Major Melvill with a reinforcement of troops, to take on him the command of Fort Royal; and sent the chief engineer, to give directions about repairing the fort.

Major Melvill, having reconnoitred the enemy's works, ordered a strong sally to be made from the fort; who attacked, and effectually destroyed their battery; spiked up the cannon; and

and returned into the garrison, with the loss of only six men killed, and six wounded.

As all the transports were now arrived, the General collected a body of near fifteen hundred men, (the strength of the army, after reckoning those which garrisoned Fort Royal and Fort Louis, and the detachment on board the fleet.) These he placed under the command of Brigadier-Generals Clavering and Crump; and having been informed that there was a possibility of surprising Petit Bourg, Goyave, and St Maries, at one and the same time, he determined to make the trial; since, if the attack succeeded, the Capes-Terre would be in a manner conquered. On the 5th of April, the troops got into the flat-boats by eight in the evening, and rendezvoused under the stern of the Grenado bomb-ketch. General Clavering having arranged them for the different attacks, proceeded with the utmost diligence to put the scheme into execution; but the night proved so very tempestuous, and the negro conductors were so much frightened, that they were all in danger of being lost upon the shoals. The Brigadier, however, landed with about eighty men; but the place was so full of mangroves, and so deep in mud, that after making several efforts, he was obliged to return; and the enemy having discovered the design, took every precaution to render such attempt for the future abortive.

General Barrington being laid up with the gout, caused Brigadier-Generals Clavering and Crump to reconnoitre the shore of Arnonville. In consequence of the report made by these officers, the detachment under their command sailed on the 12th up the harbour; and, under cover of the Woolwich man of war, which, together with the Grenada bomb, Commodore Moore had sent to assist the troops in their operations, they effected a landing by day-break, in a bay near to Arnonville. The enemy made no opposition, but fled, as our troops approached, to a strong post behind the river Le Coin. This post was of the greatest consequence to them, as it covered the whole country as far as Bay Mahaut, where their provisions and supplies of all sorts were landed by the Dutch from St Eustatia. They had spared no pains to render this place impregnable,

nable, though its situation was such as required very little assistance from art. The river, on account of a morass covered with mangroves, was only accessible at two narrow passes; and these posts they had fortified with cannon and entrenchments, defended by all the militia of that part of the country. The British troops could only attack them in a very contracted front, which was at last reduced to the breadth of the roads, intersected with deep and wide ditches. The British artillery, which consisted of only four field pieces (six pounders) and two howitzers, kept up a constant and well directed fire on the top of the enemy's intrenchments, to cover our attack, which was made with the greatest coolness and bravery. Though the enemy made a stout resistance, their works were successively carried; and the troops having repaired the bridge, and getting round on their rear, they fled with great precipitation, but were so closely pursued, that about seventy of the first people of the island were made prisoners. Six pieces of cannon were found on the works; the forcing of which, cost us one officer, and fifteen men killed, and two officers and fifty two men wounded.

Brigadier Clavering did not lose a moment's time; for, as soon as the artillery was able to pass the ditches, he pressed on towards Petit Bourg. On the approach of the army, the enemy abandoned an intrenched post they had, about half a mile to the left of the road, and retreated, keeping about two hundred yards in front of our men: the better to retard whose march, they set fire to the sugar canes, which obliged our people more than once to leave the road, to avoid any accident to their powder. The British troops arrived late in the evening, on the banks of the river Lezard; behind the only fordable part of which, the enemy had thrown up very strong intrenchments, protected by four pieces of cannon on a hill a little way in their rear. The General was of opinion, from the natural strength of this post, that, to attack the enemy directly in front, would cost him dear. In reconnoitring it, however, he luckily found two canoes; which he caused to be conveyed down the river, where, during the night, he had ferried over a corps, sufficient to attack the enemy in flank the next morning. The better

better to amuse them, and to prevent their gaining intelligence of his real designs, he ordered some cannon and musquetry to play on their intrenchments during the night.

Early on the 13th, the attack was begun: and the corps which had been ferried across the river Lezard, making their appearance, the enemy, sensible of their danger, fled. The British troops then passed the river without the loss of a man, and pursued the enemy to Petit Bourg; which place they had fortified with lines and redoubts, mounted with cannon; and, to prevent a descent being made here, they had drove strong piles a considerable way from the shore, the tops of which were under water, and being close together, boats could not approach the shore until they were removed. Here the Brigadier found Captain Uvedale of the Grenada bomb-ketch, throwing shells into their works; and as the enemy perceived the General taking possession of all the heights around them, they not only abandoned their fortifications, but their artillery also. As the troops were greatly fatigued, the General halted here to refresh them, and to get a supply of provisions.

On the 13th, he detached Brigadier-General Crump with seven hundred men to the Bay Mahaut; and, at the same time, sent another detachment to attack the enemy's post at Goyave, about seven miles in front. The enemy, who mistook this last for the vanguard of the army, were seized with such a panic, that they only discharged their cannon once, and fled; abandoning a post which a few resolute men might have defended against a very superior force. On the approach of Brigadier Crump, the enemy quitted the town and batteries of Bay Mahaut. These the Brigadier burnt and destroyed, together with a large magazine of provisions, with which the Dutch had supplied the enemy, and which alone had been the cause of their holding out so long. Having completed his work, he rejoined General Clavering at Petit Bourg, who was prevented from advancing by the heavy rains, which had swelled the rivers to a great height, and the rivulets to impetuous torrents; but he improved this time in strengthening the post of Petit Bourg, where he left a small garrison.

On

On the 20th, General Clavering began his march for St Maries, where the enemy had collected their whole force, and strongly intrenched themselves, in order to defend the entrance into the Capes-Terre. The General reconnoitred this post with great exactness; and soon perceived, by his own observation, and the information he had received from his guides, that it was not impossible to get into their rear by roads which the enemy thought impassable, and which they had consequently neglected to guard. He immediately ordered a detachment for this service, under Lieutenant-Colonel Barlow; and sent orders to hasten the march of the artillery, which, from the badness of the roads, had not been able to get up. Things turned out exactly as the General wished. Colonel Barlow having, though with great difficulty, got through a thick and morassy wood, in the rear of the enemy's works; and the artillery keeping up a brisk fire upon them in front, they were soon so sensible of their dangerous situation, that their precipitate flight alone saved them from being made prisoners. They were pursued as far as the heights of St Maries, where the General again formed his little army, and resolved immediately to attack their intrenchments and batteries there.

While the pioneers, to enable the artillery to march, were levelling the barricadoes which the enemy had abandoned, Lieutenant-Colonel Barlow with his detachment, attempted a second time to penetrate the woods, and to climb the precipices which covered the flanks of the enemy's lines. But before the cannon got up, they perceived this motion, and sent off a detachment to oppose it. Upon this, General Clavering immediately attacked the enemy in front, with such vigour, that he carried their works, notwithstanding they poured in a heavy fire from their cannon and small arms. They fled with such precipitation, that they left all their artillery; and were now so convinced of the superior discipline and bravery of the British troops, that they fled at their approach.

The 21st, the army entered the Capes-Terre, the richest and most beautiful part of the island. Here an alarm was spread, very early in the morning, that a large body of the enemy were
seen

seen advancing to attack the out-posts; but, on the nearer approach of this body, it was found to be eight hundred and seventy unfortunate slaves, the sole property of M. Pinel, who were coming to surrender themselves prisoners. The only condition these poor creatures made, was, not to be refold to their former master. As the inhabitants of the country were in arms, and their houses abandoned, General Clavering was under the cruel necessity of setting fire to all their habitations, sugar canes, &c.: so that when night arrived, this fine country appeared one continued blaze of fire; and many negroes, who had been posted among the sugar canes to fire on our troops while on their march, were unfortunately burnt.

M. Nadau, who had been at uncommon pains in fortifying the different passes, now finding them successively forced, every means of being supplied with stores and provisions (by help of the Dutch) cut off, and that the militia were become so tired of the war, that they did not second his efforts with spirit to oppose our progress; while, in addition to all this, he was strongly importuned by the principal inhabitants to submit; began to entertain thoughts of capitulating, as the few regular troops he had, were by no means capable of making resistance without the assistance of the militia, on whom he could no longer depend. On the 22d of April, therefore, he sent to General Clavering's head quarters, Messrs Clainvilliers and Duquerey, to demand a suspension of arms, and to know what terms the General would be pleased to grant them. In consequence of which, General Barrington, who was immediately made acquainted with their demand, hastened to General Clavering's quarters, where, on the 25th, the terms of capitulation were agreed to, and signed on the 1st of May. The Deputies from Grande-Terre, not having sufficient powers from the inhabitants, went back for proper authority, and returned on the 2d of May, when all matters were fully and finally settled. (See Note 137).

Early on the 2d of May, the Deputies from Grande-Terre returned, and signed the following paper:

“ We, the Deputies of the Grande-Terre, arrived this day
“ with full powers, do consent to the capitulation signed the

stroyed both, notwithstanding an incessant fire from the batteries, which he returned, and dismounted several of their guns.

The Falcon bomb-ketch, Captain Robinson, being stationed off the Saintes, in order to prevent the enemy from bringing any supplies or assistance to Guadaloupe on that side of the island, unfortunately missed stays, as she was in pursuit of a privateer, and was stranded; but the officers, men, and stores were saved.

WEST INDIES.—*Jamaica Station.*

VICE-ADMIRAL COTES continued to command his Majesty's squadron on this station (See Note 139.), and placed his cruisers so well, that almost all the French ships which ventured to sail without a strong convoy, were taken. Many Dutch vessels, laden with the produce of the French colonies, were also condemned as legal prizes, notwithstanding they used every method and art to disguise and conceal that their cargoes appertained to the enemy.

On the 29th of April, the Viper sloop took a Dutch ship called the Adrian, laden with sugar, indigo, and cotton. She had sailed a few days before from a French port in the island of Hispaniola, under convoy of two French frigates, viz. the Hermione, of twenty-six guns, and one hundred and seventy men, and the Hardy, of twenty guns, and one hundred and fifty men. They had another Dutch ship under their convoy, and were all of them deeply laden with the finest sugars and indigo. The Dreadnought, Seaford, and Wager, with the Peregrine and Port Antonio sloops, being on a cruise, had the good fortune to fall in with and take the two frigates and Dutch vessel, on the 2d of May. They were condemned by the Admiralty court at Jamaica, and proved very valuable prizes.

The other cruisers of the fleet were likewise very successful.

The

The enemy had many of their privateers taken or destroyed ; and the British trade was remarkably well protected.

NORTH AMERICA.

THE success with which our arms had in general been crowned in this part of the world last year, pointed out the plan of operations proper to be followed this campaign, and which, if steadily and briskly pursued, seemed to promise the termination of the dominion of France in North America. These operations were all originally planned by the Earl of Loudoun, when Commander in Chief in North America.

Great Britain, having, at an immense expence, attained a superiority over the enemy in point of military force, it was resolved to attack them in all their principal posts at one and the same time. By this method they would be so distracted, and their attention so much divided, that they could not possibly collect all their force in one place ; to which their success, and our misfortunes, had hitherto been principally owing. Every necessary step was taken to open the campaign the moment the frost broke up ; and although the operations intended were of an immense extent, and at a prodigious distance one from the other, yet so judiciously was every thing concerted, that the success of any of the schemes would greatly assist and forward the operations of the rest. Four grand expeditions were determined upon. The first we shall mention, is the attack of the French fort near the Falls of Niagara.

This fort entirely commands the communication between the lakes Erie and Ontario ; the reduction of which was entrusted to Brigadier-General Prideaux, an officer of very great reputation. From the known importance of this post, it was conjectured, that the enemy would draw a very considerable force from their forts and settlements upon the interior lakes. To hinder this, another expedition was planned from the southward ; of which hereafter. General Prideaux, should he prove successful against Fort Niagara, had orders, after its re-

R 2

duction,

from France during the war, this was by far the most beneficial to Great Britain.

The Commodore, being reinforced by the *Raisonable* and *Nassau* men of war, of sixty-four guns each, left Prince Rupert's bay, and came to *Basse-Terre* road.

General Barrington at this time made the tour of the island, in order to put it in a proper state of defence, and settle the administration of justice. He appointed Brigadier-General Crump Governor; and Lieutenant-Colonel Melvill, Lieutenant-Governor of the island. The fourth, sixty-third, and sixty-fifth regiments, with a company of artillery, he left as a garrison. The second battalion of Royal Highlanders, and what men could be spared from the other three regiments, he sent to New York, to reinforce General Amherst; and, on the 25th of June, the General having with him the third, sixty-first, and sixty-fourth regiments, sailed for England under convoy of the *Roebuck* man of war.

M. du Bompert having sailed from Martinico with his squadron, the Commodore sent out some cruizers to gain intelligence of his motions. The *Rippon* having been ordered to look into the Grenades, found him at anchor in a bay of that island, with seven sail of the line. Captain Jekyl immediately returned, and acquainted Commodore Moore of this; who dispatched a frigate to see if M. du Bompert still continued there; when it was found, that he had returned to Martinico as soon as the *Rippon* had gone out of sight.

The great superiority of our squadron prevented that of the French from doing any very material mischief to our colonies; and, after the surrender of Guadaloupe, the success of their privateers was considerably checked. The Commodore, with the large ships of his squadron, were employed, from the 27th of June to the 22d of July, in sailing to all our islands, and in collecting the merchant ships destined for England. Having come into the road of *Basse-Terre*, in the island of St Christopher's, he delivered the charge of the trading ships to Captain Hughes of the *Norfolk*, who, on the 26th of the same month, sailed with them for England, escorted by the
Nor-

Norfolk, St George, Cambridge, Burford, Panther, Rippon, Bristol and Winchester, the Speedwell sloop, and the Grenada, Infernal, and King's Fisher bomb-ketches. This rich fleet, consisting of upwards of three hundred sail, arrived safe in England the end of September.

The Commodore now hoisted his pendant on board the Buckingham, and turned his thoughts towards looking after the enemy's privateers, and the distressing of their trade.

Captain Varlo, of the Antigua sloop of war, during the siege, sunk two French schooners, and took a third laden with arms and ammunition for Guadaloupe. He likewise took and destroyed a considerable number of the enemy's small privateers and trading vessels.

Captain Collingwood, of the Crescent, being on a cruise on the 13th of August, fell in with, off St Christopher's, the Amethyst of thirty-two guns, and the Berkely of twenty guns, having under their convoy, nineteen trading vessels from Martinico for St Eustatia, laden with sugars (five of which were afterwards taken). He immediately attacked the largest; but the enemy being to windward of him, he could not bring on a close engagement; and his masts and rigging, (at which the enemy principally aimed) being greatly damaged, he was obliged to ly-to, to repair them. This opportunity the Amethyst took to escape, which the Berkely was likewise endeavouring to do, when Captain Collingwood got along-side of her, and, after a short action, he compelled her to strike.

The Hampshire took two privateer sloops.

The Griffin, Captain Taylor, being on a cruise, took a French vessel off St Pierre in Martinico, and chased two privateers ashore near to Roseau in Dominica; and being joined by an Antigua privateer, and learning that there was a French snow, laden with coffee, at anchor under the cannon of Roseau, with an English schooner laden with fish, just taken by a French privateer, he sent his boats thither, manned and armed, who cut out a sloop. He then went in himself, and demanded the snow and schooner of the Governor; which being refused him, he caused the vessels to be boarded, and de-

“ 1st of this month, between their Excellencies the Honour-
 “ able General Barrington, and John Moore, Esq; and the in-
 “ habitants of Guadaloupe, agreeable to the 22d article of said
 “ capitulation.

“ Done at the head quarters, in the Capes-Terre, Guada-
 “ loupe, May 2d 1759.

“ DUHAZEIS.

“ GAIYBETON.”

Scarce was this important transaction finished, when an account was received, that M. du Bompарт, with his squadron from Martinico, (See Note 138.), having on board six hundred regular troops, two thousand volunteers, and a quantity of arms and ammunition, had appeared off St Anne, and there landed a battalion of Swifs, (near fifty of which deserted to us the night they remained on shore). On being informed that the island had surrendered a few days before, he re-embarked the troops, and returned to Martinico. Had this reinforcement arrived a week sooner, the conquest of Guadaloupe had been found impracticable, as the strength which M. du Bompарт had with him, was nearly equal to our whole army. The Hampshire man of war, on her way from England to join the squadron, having got sight of the French fleet, Captain Norbury immediately proceeded to Prince Rupert's bay with this intelligence to the Commodore, who instantly gave orders for the squadron to be ready to sail; and, at half past nine the same evening, he put to sea in quest of the enemy. (See Note 138).

Commodore Moore continued to keep turning to the windward, between the islands of Dominica and Marigalante, the whole time he was out, in hope of intercepting M. du Bompарт on his return to Martinico. He brought-to every day at noon, by which the squadron fell to leeward as much in the day as it had gained in the night to windward; but having, on the 6th, received certain intelligence of M. du Bompарт's return to Fort Royal bay, he returned to his old station in Prince Rupert's bay, in the island of Dominica.

General Barrington summoned the islands of Marigalante,
 les

les Saintes, Deseada, and Petite-Terre, to surrender on the same terms as Guadaloupe had done. They all submitted, except the former; on which, a body of troops, consisting of near twelve hundred men, were sent against it, under the command of Brigadier-General Crump, escorted by the Berwick, Bristol, and Ludlow Castle men of war, and two bomb-ketches from Prince Rupert's bay, to favour the descent. On the arrival of this force, the Governor and inhabitants thought fit to submit.

Thus, after an invasion of more than three months, these important colonies were torn from France, and added to the British dominions. The success which attended this expedition, was much more than could have been reasonably expected, as the army was by far the greatest part of the time deprived of the assistance of the fleet to assist its operations. The difficulties they met with, and the dangers they overcame, were very great; but, by their discipline and perseverance, they forgot the intolerable heat of the sun, the great fatigues in crossing mountains and rivers, in ascending precipices, and in pushing through morasses, which they did with amazing alacrity, the whole country being a natural fortification. The French had, for political reasons, kept the world in general, entire strangers to the value of this colony. It is not, therefore, to be wondered at, that the people of England did not receive the news of this valuable acquisition in the way that it deserved, as their thoughts were entirely bent on the conquest of Martinico, which they imagined a place of much greater consequence. To every person intelligent in the West India commerce, however, Guadaloupe was known to be a place greatly superior in value to Martinico; but this last being the residence of the French Captain General, and as all ships loaded with the produce of Guadaloupe, before they sailed for Europe, were obliged to clear out at St Pierre's in Martinico, it was therefore concluded by most people, that their cargoes were really the produce of that island. Thus they remained ignorant of the importance of the largest and best sugar island in this part of the West Indies; and we risk nothing in affirming, that, of all the conquests made

from

duction, to leave a sufficient garrison in it ; to embark the rest of his forces without delay, and to proceed across lake Ontario, enter the river St Lawrence, fall down with the stream, and attack the French post on Isle Royal, about four leagues below Galette ; from whence there was no obstruction to the city of Montreal.

The second expedition was to proceed from Philadelphia, under the command of Brigadier-General Stanwix. The object of its operations was against the French forts and settlements upon the banks of the lake Erie, as it was presumed they would be considerably weakened by the force collected from thence, to oppose the operations of Brigadier-General Prideaux. This conjecture was abundantly justified by the event ; as the success of General Stanwix's operations exceeded the most sanguine expectations.

The third expedition was to be commanded by Major-General Amherst, lately appointed Commander in Chief of the Land Forces in North America, and was destined against Ticonderago and Crown Point. From the very great force allotted for the reduction of those places, it was hoped, that he would easily become master of them early in the campaign ; and that afterwards he might obtain such a naval force as would enable him to cross lake Champlain, and either form a junction with the army under General Wolfe before Quebec, or, by forcing his way to Montreal, make such a powerful diversion in his favour, as would greatly facilitate his operations.

The fourth expedition, and we may truly say the most important of them all, was designed against Quebec ; the command of which was conferred on Major-General Wolfe, who had rendered himself so very conspicuous by his gallant behaviour at the siege of Louisburg, the year before. He was to be assisted by a powerful fleet, under the command of Vice-Admiral Saunders. He had only ten regiments assigned him for the performance of this service.

The first, third, and fourth of the expeditions we have now mentioned, fall within the plan of this work ; and we shall endeavour to afford the reader a very ample account of them.

But

But as they did not all fully answer the expectations formed of them, by their commanders not seconding the operations of such as they were intended to support, we shall only observe, that in conjunct operations, such as we are going to describe, there often occur so many difficulties and embarrassments in their execution, that it is frequently beyond the power of a person possessing the greatest foresight, to contrive sufficient means to remedy them. Where these difficulties are occasioned by neglect, it would be improper to conceal them, since making them known, is the only sure method by which they may be avoided in future. Thus, the neglect of sending a proper quantity of ammunition, had nearly rendered the expedition against Niagara abortive; and from that neglect, the second part of its intended operations could not be followed up. The want of a corps of ship-carpenters, whereby the army under General Amherst was so long detained at Crown Point before he could cross lake Champlain, were heavy clogs on the expedition against Quebec; as the want of the co-operations of these two armies, in the latter part of their respective plans, left the immortal Wolfe to struggle, unassisted, against a force of more than double his numbers; but which he overcame, merely owing to his superior genius, and the resources which he possessed within himself. The troops employed in the several expeditions, exceeded thirty thousand men.

THE EXPEDITION AGAINST FORT NIAGARA. (See Note 140.)

THE command of this expedition was entrusted to Brigadier-General Prideaux, an officer of merit and abilities. The army might amount to near five thousand men, of which about one-half were provincial troops. The fatigues which they had to encounter, in the first part of their route, were beyond description great. They set out from Schenectady, on the Mohawk river, upon which stream they rowed, until they came to the great carrying place between it and Wood Creek. The transporting of the stores, provisions, cannon, and ammunition

tion, to the creek, was a most laborious piece of work; and could only be equalled by what they had to perform after they entered Wood Creek; as General Webb, when the French had taken Oswego, in 1756, apprehensive lest the enemy might penetrate to Albany by means of this navigation, had caused it to be choaked up with logs and felled trees, in order to prevent their approach. These obstructions General Prideaux had to remove, before he could reach Oswego. When Wood Creek was cleared, the troops embarked, fell down that stream, crossed Oneida Lake and rowed down the river Onondago, till within a few miles of its entrance into lake Ontario, when some falls obliged the army to disembark, and transport their cannon, stores, and batteaux, to Oswego, by the carrying place.

General Prideaux and his army left Shenectady the 20th of May; but it was the 1st of July before he sailed from Oswego; at which place he left Colonel Haldimand, with three hundred and fifty regulars, a battalion of Provincials, and some Indians; making in all about a thousand men. The Colonel had orders to rebuild the fort which the enemy had destroyed in 1756; and, in the mean time, to raise works to secure his party from any attempt which might be made to dislodge them.

Colonel Haldimand intrenched his detachment in as secure a manner as possible. Scarcely had he finished this necessary work, when he was attacked by a very large force of Canadians and Indians, under M. Luc le Corne, aided by the Abbe Piquet, who had hopes to butcher the whole of this detachment, according to their custom of making war. After repeated attacks, however, M. le Corne, and his pious friend, were repulsed with very considerable loss, and obliged to retire. Of the two French vessels which escorted this scalping-party across the lake, one of them run aground, and the other sprung a leak, and sunk; so that they were both lost to the enemy. Even this disaster was of no small advantage to us in the next campaign, as by it the enemy lost a decided superiority on lake Ontario. The repulsing of M. le Corne had some
very

very beneficial consequences. It prevented the enemy from making an inroad on the back settlements under that merciless ravager, and preserved the communication with lake Ontario and General Prideaux's army.

To return to General Prideaux, and his operations. The General with his army crossed lake Ontario, without any accident; and on the 6th of July, arrived at Niagara, where they landed about six miles eastward of the fort, and which, being situated on a narrow peninsula, he soon completely invested. This done, he instantly set about fortifying the rear of his encampment, to prevent a surprize. He made a communication between the landing place and the river; carried on his approaches to the fort; and erected batteries with all possible dispatch, to ruin the defences of the place: but it was the 15th of July before they were opened.

The enemy seemed very sensible of the importance of Fort Niagara. They had there placed a strong garrison, well supplied in every respect, under a good and a determined officer. But, not trusting to that alone, they drew all the troops they could spare from Detroit, Presque-isle, Venango, and Le Boeuf. This army was ordered to assemble at the Rapids, on the east side of Lake Erie, under M. Aubrey, and to march to the relief of Niagara. They were to be accompanied by a large body of Indians; and their design was to attack the besieging army in the rear, whilst the besieged should at the same time make a strong sortie, and attack the army in front. But the measures pursued by General Prideaux frustrated the whole of this plan. Obtaining intelligence of their design, he established a strong post in the rear, and somewhat to the left of his camp, upon the only road by which the enemy could attack him; while he guarded his trenches in so effectual a manner, that the enemy would have found it extremely difficult to force them. Unfortunately this brave man did not live to reap the fruits of his labours: he was killed in the trenches on the evening of the 19th of July, as he was giving directions for carrying on the works. This melancholy accident happened by the carelessness of a gunner, who, not observing him, and fir-
ing

ing a cohorn as he came opposite to him, the shell burst immediately, a piece of which struck the General on the head, and killed him on the spot.

Colonel Johnson, of the Provincials, having likewise been killed, the command devolved upon Sir William Johnson, Baronet, who resolved to pursue the same wise plan that his predecessor had done. Some of his Indians brought him advice of the enemy's approach to raise the siege. In the evening of the 23d of July, they arrived within sight of the fortified post, in the rear of our camp, and which had then only two hundred men in it. This corps the enemy had reckoned on overpowering, and then penetrating into the camp. But after dark, Sir William reinforced this post with five hundred men; and so disposed his little army (after properly guarding his trenches) on the right and left of this post, as to give the enemy a reception they did not expect.

Early in the morning of the 24th, the enemy made their appearance. And the Indians of our army advanced to speak with the Indians in the French army; but the latter declining the conference, the former gave the war-hoop, and the action commenced. The French advanced with great briskness, but were presently checked, by the vigorous fire of our troops. The Indians in the army (who had hitherto stood spectators of the contest) got on the enemy's flanks; and the troops advancing with incredible fury, gave the enemy so brisk a charge with their bayonets, that they every where gave way, and fled. It was then that the Indians displayed their talents and courage. The pursuit was long and bloody. The few that escaped, owed their preservation to the thickness of the woods. Many were killed in the battle, and a considerable number made prisoners, among whom were M. d'Aubrey, the first, and M. de Lignery, the second in command; the latter, with several others, being wounded.

It being known, that the garrison entirely relied upon this army for relief; as soon, therefore, as the troops returned from the pursuit, Sir William sent a summons by the honourable Captain Hervey, to the commanding officer of the fort, to surrender.

The

The Captain had directions to let the Governor know the fate of their army, and that they had now no hopes of relief left. M. Pouchot could not credit the discomfiture of their friends; but, to be certain of it, he sent an officer back with Captain Hervey, to see the prisoners whom we had reported to be in our possession. They confirmed the account we had given the Governor of their disaster; who, having now no prospect of relief, and our approaches drawing very near the fort, entered upon terms: and the capitulation, by which he and his garrison were allowed to march out with the honours of war, and afterwards to be made prisoners, were signed next day, (See Note 140.), and possession taken of the place.

It was fortunate the fort surrendered when it did; for had the enemy persevered in their defence, we must either have tried to carry the place by assault, or have raised the siege, and recrossed the lake. In the latter case, nothing but a favourable wind could have preserved the army from starving, as their provisions were almost expended, and they had only a few rounds of cannon-shot, and very little powder, left. The garrison was fully adequate to the defence of the place. To have stormed it, would have cost a great number of lives, and would have been a measure that nothing but the desperate situation the army was then in, could have justified. The garrison, amounting to six hundred and seven men, exclusive of officers, next day marched to the side of the lake, with all the honours of war; there laid down their arms; and then embarked on board of vessels, agreeable to the terms of capitulation. The French ladies and women belonging to the garrison, were, at their own request, sent to Montreal.

In the fort were found forty-eight pieces of cannon of different calibers, and two mortars, with great store of ammunition and provisions. General Prideaux, and Colonel Johnson, were the only officers killed; and the loss of private men was very inconsiderable. How it happened that this armament was so poorly equipped at first, in such very material articles as ammunition and provisions, has never been cleared up. Perhaps a further supply was intended to have followed them; and contrary

trary winds might have prevented them being conveyed across the lake. This, however, does not justify the neglect at first; for, even the stores they sent across the lake with the troops, do not appear to have been adequate to the attack of Fort Niagara, far less for enabling them to proceed afterwards, as was intended, to attack the fort at La Galette. Sir William Johnson, immediately on the death of General Prideaux, dispatched an express to the Commander in Chief, to inform him of this melancholy event. In consequence of this, Brigadier-General Gage was ordered to set out immediately for Oswego, and from thence to proceed to Niagara, and take upon him the command of the army there. Sir William, after leaving a sufficient garrison in the fort, embarked the army, and returned to Oswego; where he found General Gage, to whom he delivered up the command. General Amherst had ordered a reinforcement of troops to this post; but whether it was owing to the army not being properly provided for a siege, or that the season was too far advanced, General Gage did not think proper to enter the river St Lawrence, but employed what remained of the campaign, in completing the fort here. Some ship carpenters being sent to this place, two large vessels were ordered to be built here under the direction of Captain Loring of the Navy, in order that we might be masters of the navigation on Lake Ontario, and the river St Lawrence, as far as Montreal.

THE EXPEDITION AGAINST TICONDERAGO, AND CROWN POINT.

(See Note 141.)

General Amherst, now appointed Commander in Chief of his Majesty's forces in North America, was to conduct the enterprize against Ticonderago and Crown Point; and, from the large army allotted for this enterprize, it was hoped he would be able, early in the campaign, to drive the enemy from all the posts they occupied on the Lakes George and Champlain, and the river Sorrell; and then, by means of that river, to enter the pro-

province of Canada, and to make a junction with the army under Major-General Wolfe, before Quebec.

Very early in the Spring, General Amherst repaired to Albany, in order to prepare and hasten every measure for taking the field, and for acting with vigour. The enemy had been extremely active in getting a naval force on Lake Champlain: no steps, therefore, ought to have been omitted, to enable us to obtain a superiority over them in this particular, with the utmost dispatch. It was well known, that all the principal sea-ports of New-England abounded with ship-carpenters, as the building of ships for sale then constituted a chief branch of their commerce. It is therefore to be lamented, that some hundreds of them had not been collected to join General Amherst's army, when he became master of Concordago. The adopting of such a measure, could easily have been justified, as it would, in all probability, have proved the means of saving the expence of another campaign for the final reduction of Canada, by equipping, in due time for acting, such a naval force as would have made General Amherst master of the navigation of Lake Champlain, very soon after the enemy retreated from Crown Point. Another material service might have been effected by them; namely, the having all the batteaux in complete order, to transport the army and artillery across Lake George, while the General was building a fort at the end of the Lake. This would have saved much time, together with some pieces of ordnance, which were sunk in the leaky batteaux. As the troops arrived, General Amherst pushed them forward to the posts established on the Hudson's river, above Albany; and about the 1st of June, he assembled his army at Fort Edward, taking every precaution to prevent a surprize, or the enemy's obtaining information of his strength or designs. While encamped here, a spirit of desertion becoming too prevalent among the troops, the General was necessitated to make an example, in order to put a stop to it. Two deserters who were taken, were tried by a Court-martial, and sentenced to be shot. He approved of this sentence, and it had the effect he desired.

The horrid barbarities committed by the French, and the Indians

dians who sided with them, will for ever remain an indelible stain upon the character of M. de Montcalm, who not only countenanced those bloody and shameful outrages, but even encouraged them by rewards. A continuance of them, produced the following order from General Amherst: "No scouting party, or others in the army, are to scalp women or children belonging to the enemy: they are, if possible, to take them prisoners: but not to injure them on any account: the General being determined, should the enemy continue to murder women and children, who are subjects of the King of Great Britain, to revenge it by the death of two men of the enemy, for every woman and child murdered by them." That the enemy might not pretend ignorance of his resolutions on this head, he sent an officer with a flag of truce, to M. de Bourlemaque, the commanding officer at Ticonderago, with a copy of the above order. On the 11th of June, the army marched from Fort Edward, and, in the evening, reached the banks of Lake George, and there encamped. General Amherst gave orders for the immediate erection of a fort there, to be called Fort George, as a proper place at which to form a magazine; and to leave in it such stores as were not immediately wanted by the army. He likewise gave directions to Captain Loring of the navy, to weigh the Halifax sloop which had been sunk last year; ordering, at the same time, Major Ord of the artillery, to superintend the building of a large raft, or radeau, to carry some heavy artillery. The General was much retarded in all his operations, owing to bad roads. When the sloop was weighed up, Captain Loring was ordered to see all the whale-boats and craft necessary for transporting the army across the Lake, put in proper order: from the abilities, activity and bravery which in general characterise the officers of the British Navy in the discharge of any important trust committed to their care, General Amherst conceived hopes, that Captain Loring, considering how much the success of the enterprize depended on a proper execution of the service entrusted to him, would have exerted himself on the present emergency: but in this, as well as other instances, he greatly disappointed the General. On the 16th of July

July, the radeau, constructed to carry nine twelve pounders; was launched, and named the *Invincible*. Every thing having been reported complete, on the 21st of July, General Amherst embarked the army; but in such bad condition were many of the boats, that the men and stores were obliged to be relanded. When other boats were obtained, they once more embarked. One of these batteaux, having one hundred barrels of gun-powder on board, sunk immediately, as did likewise a raft with two ten-inch mortars. These the General did not at present attempt to weigh, that his operations might be no longer retarded. The army, amounting to near twelve thousand men, was ranged in four columns, led by Brigadier-General Gage, Colonels Haviland, Schuyler, and Lyman.

The General embarked on board the *Invincible* radeau, from whence all signals were to be made. The *Halifax* sloop was ordered to cruize in the rear of the whole. The vanguard, consisting of Gage's light infantry, preceded the army; and in the front of the vanguard, was a flat-bottomed boat, in which was a three-pounder mounted. The army proceeded down the Lake, the men using their blankets by way of sails, when the wind favoured. About ten o'clock, the army reached the first Narrows, when the General made the signal to halt, in order to put the different columns in order; which being done, the army proceeded down the Lake. A little before dark, the weather growing hazy, the General made the signal to bring-to. As soon as it was clear day-light on the morning of the 22d, the signal was made to proceed; and, in a few hours, the army reached the second Narrows. The General then making the signal to land, the troops immediately pushed for the shore, and effected a landing in the greatest order, near the spot where General Abercrombie landed with his army last campaign.

The General, after leaving a proper guard to protect the boats, stores, &c., put the army in motion towards Ticonderago; and our vanguard soon fell in with the advanced post of the enemy, consisting of four hundred regulars and Indians, whom they routed in a moment, the Indians not waiting for a second fire. The ground they occupied was near the Sawmills,

about two miles from the fort; and was so very strong by nature, that had the enemy behaved with common resolution, they might have maintained their post until the cannon had been brought up to dislodge them. Here the General established a post to preserve his communication with the boats; and pushed on with the army towards the enemy's works.

The French had thrown up very strong intrenchments on the only side by which the fort could be approached; and as they had assembled a very strong force here, the General determined to proceed with the greatest caution in the attack. The artillery was ordered to be brought forward with the utmost dispatch; but, the roads having been in a great measure destroyed by the enemy, it arrived very slowly. M. Bourlemaque perceiving the manner in which General Amherst was proceeding, and knowing his lines could not hold out against a formidable artillery, and regular approaches; he, on the 23d, abandoned his intrenchments, and retired within the fort. Soon after, he embarked for Crown Point, leaving a detachment of four hundred men to defend the fort. The intrenchments being immediately taken possession of by the grenadiers of the army, the enemy kept up a warm fire on them from the fort, with little effect. Every necessary step was taken to hasten the reduction of the place.

On the 25th, the Honourable Lieutenant-Colonel Roger Townshend, was unfortunately killed in the intrenchments; and next day the enemy blew up the fort, and retired with the garrison to Crown Point. The General sent some boats in pursuit of the fugitives, who came up with a few batteaux laden with powder, which they took, and made sixteen men prisoners. The fort was considerably damaged by the explosion, yet not so much so, but that the General thought proper to cause it to be repaired. The loss in making this conquest, was only one Lieutenant-Colonel, one Lieutenant, and fifteen private men killed; and about fifty rank and file wounded.

Every exertion was now made to get the batteaux and whale-boats into Lake Champlain, which was a most laborious piece of work; and, while the army were so employed, the General
having

having received the melancholy accounts of the death of General Prideaux before fort Niagara, immediately ordered Brigadier General Gage, to set out for that place by way of Oswego, and take on him the command of the troops there. On the 1st of August, the General received certain intelligence, that the enemy had abandoned their post at Crown Point, and had retired down Lake Champlain to the Isle aux Noix. A detachment was therefore immediately sent to take possession of their lines; and the General, with the bulk of the army, arrived there on the 4th. A new fort was here traced out by Colonel Eyre, and the building of it was set about directly.

But an object of greater importance attracted the General's attention, which was, to obtain, if possible, a superior naval force to the enemy on Lake Champlain. Captain Loring was ordered to build a brigantine of sixteen guns at Ticonderago; but, information being received, that the enemy had increased their naval force on the Lake, the General sent for Captain Loring to Crown Point, on the 17th of August, and laid before him a state of that force. It was then agreed to set about building a radeau, to carry six twenty-four pounders; but the General learning, that the enemy had launched a sloop to carry sixteen guns, he again sent for Captain Loring on the 1st of September, when it was agreed to build a second vessel with all possible dispatch. All these difficulties might have been obviated, if, at the opening of the campaign, a body of carpenters had been assembled in proper time, as then very little delay could have ensued to the army in waiting till the vessels were ready to proceed down the Lake. On the 19th, the General received a letter of the 11th from General Gage, acquainting him, that from various difficulties which had arisen, he found it utterly impracticable to proceed down the river St Lawrence against Isle Royale, near La Galette. On the 11th of October, the brigantine, mounting eighteen guns and twenty swivels, and the sloop, mounting sixteen guns, arrived at Crown Point.

The troops embarked, and, about four in the afternoon, set sail down the Lake in four divisions. On the 12th, some guns were heard early in the morning, which arose from a part of

the 42d regiment having followed the light of the brigantine instead of the radeau, where the General was; and in the morning, they fell in with the enemy's vessels, who fired at them; but they were lucky enough to make their escape, except one boat, in which was a Lieutenant and twenty men. Towards evening, the wind increased very much, which obliged the General to order the batteaux into a commodious bay on the western shore for shelter: here the troops landed, and boiled their kettles. On the 13th, the wind blew so high and contrary, that the army could not proceed. On the 14th, the General received letters from Captain Loring, and from his Aid-de-camp Captain Abercrombie, whom he had sent to assist the former in finding the enemy's vessels. By these letters, the General learned, that, on the morning of the 12th, being then about forty-five miles down the Lake, they saw a schooner belonging to the enemy, and, in giving chase to her, unluckily both the British vessels run aground, by which the schooner escaped. The British vessels were got off again; and soon after, perceiving three of the enemy's sloops which had passed in the night between them and the army, they gave chase, forced them into the bay on the western shore, and came to an anchor off the entrance, in such a manner, as to prevent the enemy from escaping. The day following, Captain Loring sent two whale boats farther into the bay in search of the sloops, who discovered, that the enemy had abandoned and sunk two of them in five fathom water; and the third, they had run aground. The Commander of the British sloop was then ordered to try to save the stranded vessel, and Captain Loring was ordered to proceed down the lake, in hopes of getting between the schooner and the Isle aux Noix, and of intercepting her.

On the 18th, the wind changing, the army proceeded on its voyage, and reached the bay, where the French sloops were sunk. The stranded vessel having been got off, and ready to sail, the General put two hundred men on board of the three British vessels, to enable Captain Loring to find the enemy's schooner. The frost had been very intense every night for some time past, and the rough blowing northerly wind returning

ing on the 19th, the General found it was vain to contend any longer against these elements : as, before he could reach the *Ille aux Noix*, the season would be so far advanced, that he could entertain but little hopes of success. He therefore returned to Crown Point, and gave orders for completing the forts there, and at Ticonderago, and for the troops to go into winter quarters. Thus, from various accidents, was the brave Wolfe left with his little army to fight his way, unsupported by either of the two other armies, through innumerable difficulties and dangers, and from which alone they were extricated by the extraordinary skill and prudence of their General.

As we have already mentioned that the fourth and most important expedition in this campaign, was the one destined against Quebec, (See Note 142.) we will now proceed to give a full account of that most glorious conquest. The Minister, ever actuated by a regard for the public, and sufficiently aware of the importance of the enterprize, resolved to select a General to conduct it, on whose abilities he could depend. The same which Brigadier-General James Wolfe had acquired at the siege of Louisburg, pointed him out to the Secretary of State as a proper person on whom to bestow the command of the land-forces destined for this service. In this selection, Mr Pitt regarded merit alone, as the General was not indebted either to family or connections who could aid him in the attainment of such an honour. But the Minister clearly perceived the great professional knowledge of General Wolfe ; and that, from the immense resources which he observed him to possess, he was every way equal to the great trust reposed in him. And it must be owned that the Minister was not deceived ; as, in his line, few have equalled him in the British service, and none have surpassed him. General Wolfe was too much master of his profession, not to see clearly, that the forces allotted for the service he was going upon, were by no means equal to the many arduous tasks he would necessarily have to perform. He embarked, however, with cheerfulness ; the Minister assuring him, that the expedition under General Prideaux would make a powerful diversion in his favour on
the

the side of Montreal; and from the very great force which the Commander in chief had reserved to act under himself, it was not to be doubted, but that he would have it in his power to co-operate with him, by the time he could be able to lay siege to Quebec.

He had under him Brigadier-Generals Monckton, Townshend, and Murray, all of noble families, and who seconded General Wolfe in all his operations, with great judgment, courage, and conduct. General Wolfe made choice of the Staff-Officers that were to act under him; and in this, he shewed great discernment. All of them fully answered his expectations on this arduous enterprize, which proved the means of pointing out some noble officers, who have since rendered great and important services to their country. (See Note 142.) The troops allotted for this service, consisted of ten battalions of infantry, three companies of grenadiers, and some companies of artillery and rangers, making in all, about nine thousand two hundred men.

The command of the fleet, by far the most considerable part of the force destined against Quebec, was entrusted to Vice-Admiral Saunders, having under him Rear-Admirals Durell and Holmes. The fleet consisted of twenty sail of the line, (See Note 142.) and near as many frigates, besides sloops, bomb ketches, fire ships, and armed vessels. Rear-Admiral Durell, who commanded his Majesty's ships in North America, having wintered his squadron at Halifax in Nova Scotia; the moment the season would permit, entered the river St Lawrence, in order to intercept any supplies coming for the city of Quebec. He took several store-ships: but, some days before he got into the river, a fleet of seventeen sail, with stores, having some few troops on board, reached Quebec. He got as far up, by the 23d of May, as the Isle de Bec. On his arrival in the river, he hoisted French colours; and as the inhabitants had been made to believe they might rely on a fleet from France in the spring, a number of pilots went on board, where they were detained by the Admiral's order, and afterwards proved of very great service in navigating the fleet under Vice-

Vice-Admiral Saunders up the river. Rear-Admiral Holmes was dispatched early in the year from England to Halifax, to hasten matters as much as possible; and on the 17th of February, Vice-Admiral Saunders, with General Wolfe, sailed from Spithead for Louisburg, which was appointed the general rendezvous for the fleet and troops. On his arrival however off that port, he found it so choaked up with ice, that there was no possibility of entering it: he was therefore constrained to bear away with his fleet for Halifax.

The commanders of each department exerted themselves in getting every thing ready for the expedition; and as soon as the transports arrived, the troops were embarked. General Wolfe issued such clear and distinct orders to his army on this occasion, as would have done honour to the most experienced commander. He seemed to have gained the hearts of his whole army, by whom he was so entirely beloved that they reposed the greatest confidence in him, and felt themselves happy, even in the midst of dangers, when he was near them. Every thing being now ready, the Vice-Admiral, with the men of war and transports, left Halifax and sailed for Louisburg; where they were joined by some regiments in garrison there, and by others from the bay of Fundy. The fleet began to leave Louisburg the 1st of June; but it was on the 6th before the whole was clear of that harbour. Admiral Saunders having issued the necessary orders to each ship, with signals, and arranged this immense fleet into proper divisions, made sail on the evening of the 6th for the gulph of St Lawrence. On the 23d of June, the whole fleet got up as far as the island of Coudre: here they found Rear-Admiral Durell and his fleet; who, from the time of his arrival, had prevented any supplies from reaching Quebec by means of the river. Having furnished the Vice-Admiral with a number of excellent pilots, his squadron was augmented with several large ships, and ordered to remain here, effectually to prevent the enemy from interrupting the siege on this side. Admiral Saunders now hoisted his flag on board the Stirling Castle; and, having, with the remainder of the men of war, and the army, pro-

ceeded up the river, he, on the 26th of June, anchored in the gulph of St Lawrence, off the island of Orleans.

We shall now give an account of the dispositions made by the enemy to repel so formidable an invasion as at present threatened the capital of Canada. M. de Montcalm took every measure which an able and experienced General could, to defend his country, and to defeat the enterprize. Not trusting alone to the dangerous navigation of the river, with whose intricacies we were in a great measure unacquainted, to retard the approach of the fleet; all the buoys in the traverse were ordered to be taken up; and whatever else could afford us assistance in the navigation of the river, was ordered to be destroyed. But that dangerous passage had been so well explored by Admiral Durell, that the whole fleet got through without any loss. The inhabitants of the village of St Paul's, and St Joseph, situated a little above the island of Coudre, were so very imprudent, as to fire at one of our sounding boats, for which they paid dearly afterwards. From the time that Admiral Durell appeared in the river, the Marquis de Montcalm had repaired to Quebec, with six battalions of regular troops; a large body of savages, and had armed all the Canadians. As the whole north shore of the river St Lawrence, for many leagues above Quebec, to many leagues below it, is very bold, with few accessible places; he lined it with troops, and fortified those places which nature had left unguarded, in such a manner, as to all appearance rendered a descent at them impracticable. The main body of his army, amounting at least to fourteen thousand men, he encamped at Beauport near Quebec, in a most advantageous situation, and had thrown up very strong works in its front, from the river St Charles, to the falls of Montmorenci. He armed two hulks with eight guns each, in the river St Charles, to defend a bridge of communication which he had thrown across that river, between his camp and the town of Quebec; the extremities of which he had likewise secured by very strong works.

The plan of the enemy's operations, was to act entirely upon the defensive. M. de Vaudreuil was the Governor-General
of

of the Province; and M. de Montcalm was Commander in Chief of the Land Forces. The former being a Captain in the navy, knew very little of military matters; between whom and M. de Montcalm there was not a thorough good understanding; consequently they were seldom of the same opinion in council. The French General readily judged from whence our operations were likely to begin against the city of Quebec; and proposed, in a Council of war, that a detachment of four thousand men, with a proper train of artillery, should be strongly intrenched at Point Levi: and that other works should be constructed higher up the country, at certain distances, for the troops to retire to, in case their works at the Point should be forced. But M. de Vaudreuil over-ruled this most excellent plan, and, insisted, that though we might demolish some houses in the city of Quebec with our shells, we could not bring our cannon to bear upon the city, across the river, so as to injure the defences of the place: it was therefore his firm opinion, that it was their duty to stand upon the defensive with their whole force on the north side of the basin, and not to divide it on any account whatever. To this plan, M. de Montcalm was obliged to conform; and he made no detachments from his army, but such as were absolutely necessary from the different movements made by General Wolfe.

M. de Montcalm arranged his army into three grand divisions. The right was commanded by Brigadier-General Baron de St Ours; the centre by Brigadier-General M. de Senefergues; and the left by M. Herbin. The defence of the city of Quebec was entrusted to M. de Ramesay, the King's Lieutenant, with a garrison of seven or eight hundred men*. In this position they waited our approach.

On the 27th of June, the whole army landed on the island of Orleans, near the church of St Lawrence, and encamped in one line, about a mile and a half from the shore. The General then went, with the chief engineer, under a proper escort, to the west end of the island, to reconnoitre the enemy's situation. He perceived them encamped and strongly intrenched, their

* All their naval matters were under the direction of M. de Vauguelin.

their works being defended by a numerous artillery. Their right extended to the river St Charles, and their left towards the cataract of Montmorenci, with the village of Beauport in the centre of their camp, and that of Charlebourg in the rear of their right. In the afternoon of this day, a dreadful storm of wind and rain came on, which did much damage to the transports and boats. Towards night, the weather became more moderate; when the Admiral was enabled to place his fleet in a proper manner, and to take every precaution to prevent it from being hurt by the enemy's fire-ships. To enable the seamen to undergo the necessary fatigues of the siege, the Vice-Admiral ordered a Lieutenant and one hundred seamen from each of the line-of-battle ships under Rear-Admiral Durell, and distributed them on board of the ships that were along with himself.

On the 28th at midnight, the enemy sent down seven fire-ships and two rafts, to destroy our fleet. As they drew near the British ships, the enemy fired such cannon as they had on board, and set fire to the vessels. Their appearance was very formidable; being in the proper channel for the fleet, and the tide driving them along. Our gallant seamen, however, grappled these infernal machines, and towed them clear of the fleet, some of them to the south shore, and others to the west end of the island of Orleans, where they were soon consumed.

The Vice-Admiral was desirous to move some large ships and frigates into the basin of Quebec: but, conjecturing that the enemy had a considerable force, with cannon and mortars on Point Levi, which might incommode him in this operation, he made General Wolfe acquainted with his suspicions; who immediately ordered Brigadier-General Monckton, with his brigade, to embark on board of flat-bottomed boats, and to land near Point Levi; which he did in the night between the 29th and 30th. His light troops drove off some irregulars of the enemy; killed seven of their men, and made five prisoners. The Brigadier took post near Beaumont, where he intrenched himself; fixing to the door of a church, at some little distance, a translation of a manifesto, which

General Wolfe had published as soon as he landed on the island of Orleans (See Note 142.), that the enemy might know both what they had to hope, and what to fear.

General Monckton having called in his detached parties, marched from Beaumont to Point Levi, and there took post, but found no batteries or works. The enemy endeavoured to dislodge General Monckton from this post; for which purpose, as soon as the tide served, they sent down from Quebec, on the morning of the 1st of July, three floating batteries, viz. one of two guns, the others of one gun each; with which they cannonaded the posts occupied by the British troops for an hour and a half. In order to remove them, the Vice-Admiral ordered the Trent frigate, the moment the tide would admit of it, to work up and drive off the enemy. This service Captain Lindsay performed with the greatest alacrity, and compelled the gun-boats, after a few broadsides, to retreat. General Wolfe also crossed the river with a reinforcement of troops and artillery; and a battery was immediately erected to prevent the like insults in future. The Vice-Admiral also worked higher up with some of the large ships, placing frigates ahead of them.

Every night, a number of large boats, well manned, were moored a considerable way ahead of the frigates, with strict orders to keep a sharp look out, and to be ready to grapple any fire-ships or rafts the enemy might send down against the fleet. Colonel Carleton likewise took post at the west end of the island of Orleans, and erected works there for the defence of the hospital, stores, &c. The enemy seeing the ships approach so near, and fear that they might pass the town in the night, and get into the upper river; they therefore ordered what ships they had (See Note 142.) to Batiscan, a place about twenty leagues above Quebec; but kept the greatest part of their crews to assist in working their artillery. General Wolfe, after having viewed the post at Point Levi, and its environs, marked out the ground whereon to erect batteries for cannonading Quebec across the river. He next returned to the island of Orleans, where, having completed the works, he

embarked the army on the 9th of July; and, very early in the morning, made a descent on the north shore, below the falls of Montmorenci, under cover of the Porcupine sloop, and Boscawen armed ship.

That General Wolfe might be enabled to carry as many troops with him as possible, Admiral Saunders ordered all the marines of the squadron to be landed on the island of Orleans, under the command of Major Hardy, of the sixty-second regiment of foot, with orders to do duty there, and to occupy all the posts that the General had established. But a more clear and distinct account cannot be had of this part of the operations of the campaign, than that which is given by Mr Wolfe, in his letter of the 2d of September, to Mr Secretary Pitt. The military talents he here displayed, justly rank him among the first of his profession; and his language is such, as entitles him to no inconsiderable place in the republic of letters. For the reader's satisfaction, we here insert a copy of it.

*“ Head quarters at Monmorenci, in the river
“ St Lawrence, September 3d 1759.*

“ SIR,

“ I wish I could, upon this occasion, have the honour of
“ transmitting to you a more favourable account of the progress
“ of his Majesty's arms; but the obstacles we have met with in
“ the operations of the campaign, are much greater than we had
“ reason to expect, or could foresee; not so much from the
“ number of the enemy, (though superior to us), as from the
“ natural strength of the country which the Marquis de Mont-
“ calm seems wisely to depend upon.

“ When I learned that succours of all kinds had been thrown
“ into Quebec; that five battalions of regular troops, complet-
“ ed from the best of the inhabitants of the country, some of
“ the troops of the colony, and every Canadian that was able to
“ bear arms, besides several nations of savages, had taken the
“ field in a very advantageous situation; I could not flatter my-
“ self that I should be able to reduce the place. I sought, how-
“ ever, an occasion to attack their army, knowing, that with
these

“ these troops, I was able to fight, and that a victory might dis-
“ perse them.

“ We found them encamped along the shore of Beauport,
“ from the river St Charles to the falls of Montmorenci; and
“ intrenched in every accessible part. The 27th of June, we
“ landed upon the Isle of Orleans; but, receiving a message
“ from the Admiral, that there was reason to think that the
“ enemy had artillery, and a force upon the Point of Levi, I
“ detached Brigadier Monckton, with four battalions, to drive
“ them from thence. He passed the 29th at night, and march-
“ ed the next day to the Point; he obliged the enemy's irregu-
“ lars to retire, and possessed himself of that post; the advan-
“ ced parties upon this occasion had two or three skirmishes
“ with the Canadians and Indians, with little loss on either
“ side.

“ Colonel Carleton marched with a detachment to the west-
“ ermost point of the Isle of Orleans, from whence our opera-
“ tions were likely to begin.

“ It was absolutely necessary to possess these two points, and
“ fortify them, as, from either the one or the other the enemy
“ might make it impossible for any ship to lie in the basin of
“ Quebec, or even within two miles of it.

“ Batteries of cannon and mortars were erected with great
“ dispatch on the Point of Levi, to bombard the town and ma-
“ gazines, and injure the works and batteries: the enemy per-
“ ceiving these works in some forwardness, passed the river with
“ sixteen hundred men to attack and destroy them. Unluckily
“ they fell into confusion, fired upon one another, and went
“ back again; by which we lost an opportunity of defeating
“ this large detachment. The effect of this artillery has been
“ so great (though across the river) that the upper town is con-
“ siderably damaged, and the lower town entirely destroyed.

“ The works for the security of our hospitals and stores on
“ the Isle of Orleans being finished, on the 9th of July, at night,
“ we passed the north channel, and encamped near the enemy's
“ left, the river Montmorenci between us. The next morning
“ Captain Dank's company of rangers, posted in a wood to
“ cover

“ cover some workmen, were attacked and defeated by a body
“ of Indians, and had so many killed and wounded, as to be al-
“ most disabled for the rest of the campaign. The enemy also
“ suffered in this affair, and were in their turn driven off by the
“ nearest troops.

“ The ground, to the eastward of the falls, seemed to be (as
“ it really is) higher than that on the enemy's side, and to com-
“ mand it in a manner which might be made useful to us. There
“ is besides a ford below the falls, which may be passed for
“ some hours in the latter part of the ebb and the beginning of
“ the flood-tide: and I had hopes, that possibly means might be
“ found of passing the river above, so as to fight M. Montcalm
“ upon terms of less disadvantage than directly attacking his in-
“ trenchments. In reconnoitring the river Montmorenci, we
“ found it fordable at a place about three miles up; but the op-
“ posite bank was intrenched, and so steep and woody, that it
“ was to no purpose to attempt a passage there. The escort
“ was twice attacked by the Indians, who were as often repul-
“ sed; but, in these rencounters, we had forty (officers and
“ men) killed and wounded.

“ On the 18th of July, two men of war, two armed sloops,
“ and two transports with some troops on board, passed by the
“ town without any loss, and got into the upper river. This
“ enabled me to reconnoitre the country above; where I found
“ the same attention on the enemy's side, and great difficulties
“ on ours, arising from the nature of the ground, and the ob-
“ stacles to our communication with the fleet. But what I
“ feared most, was, that if we should land between the town
“ and the river Cape Rouge, the body first landed, could not be
“ reinforced before they were attacked by the enemy's whole
“ army.

“ Notwithstanding of these difficulties, I thought once of at-
“ tempting it at St Michael's, about three miles above the town;
“ but, perceiving that the enemy, jealous of the design, were
“ preparing against it, and had actually brought artillery and
“ a mortar, (which, being so near Quebec, they could in-
“ crease as they pleased), to play upon the shipping; and as it
“ must

“ must have been many hours before we could attack them,
“ (even supposing a favourable night for the boats to pass by the
“ town unhurt), it seemed so hazardous, that I thought it best
“ to desist.

“ However, to divide the enemy’s force, and to draw their
“ attention as high up the river as possible, and to procure some
“ intelligence; I sent a detachment, under the command of
“ Colonel Carleton, to land at Point de Trempe, to attack
“ whatever he might find there, bring off some prisoners, and
“ all the useful papers he could get. I had been informed,
“ that a number of the inhabitants of Quebec had retired to
“ that place, and that probably we should find a magazine of
“ provisions there.

“ The Colonel was fired upon by a body of Indians the mo-
“ ment he landed, but they were soon dispersed, and driven in-
“ to the woods: he searched for magazines, but to no purpose,
“ brought off some prisoners, and returned with little loss.

“ After this business, I came back to Montmorenci, where I
“ found that Brigadier Townshend had, by superior fire, pre-
“ vented the French from erecting a battery on the bank of the
“ river, from whence they intended to have cannonaded our
“ camp. I now resolved to take the first opportunity which
“ presented itself, of attacking the enemy, though posted to
“ great advantage, and every where prepared to receive us.

“ As the men of war cannot, for want of a sufficient depth of
“ water, come near enough to the enemy’s intrenchments, to
“ annoy them in the least, the Admiral had prepared two trans-
“ ports (drawing but little water), which upon occasion could
“ be run aground to favour a descent. With the help of these
“ vessels, which I understood would be carried by the tide close
“ to the shore, I proposed to make myself master of a detached
“ redoubt near to the water’s edge, and whose situation appear-
“ ed to be out of musket shot of the intrenchment upon the hill:
“ if the enemy supported this detached place, it would neces-
“ sarily bring on an engagement, what we most wished for;
“ and if not, I should have it in my power to examine their
“ situation, so as to be able to determine where we could best

“ attack

“ attack them. Preparations were accordingly made for an
“ engagement. The 31st of July in the forenoon, the boats of
“ the fleet were filled with grenadiers, and a part of General
“ Monckton’s brigade from Point Levi: the two brigades un-
“ der Brigadiers Townshend and Murray, were ordered to be in
“ readiness to pass the ford, when it should be found necessary.
“ To facilitate the passage of this corps, the Admiral had placed
“ the Centurion in the channel, so that she might check the fire
“ of the lower battery which commanded the ford: this ship
“ was of great use, as her fire was judiciously directed. A
“ quantity of artillery was placed upon the eminence, so as to
“ batter and enfilade the left of their entrenchments.

“ From the vessel which run aground nearest in, I observed
“ that the redoubt was too much commanded to be kept with-
“ out great loss; and the more, as the armed ships could not be
“ brought near enough to cover it both with their artillery and
“ musketry, which at first I conceived they might. But as the
“ enemy seemed in some confusion, and as we were prepared
“ for action, I thought it a proper time to make an attempt
“ upon their intrenchments. Orders were sent to the Briga-
“ dier-Generals to be ready with the corps under their com-
“ mand; Brigadier Monckton to land, and Brigadiers Townshend
“ and Murray, to pass the ford.

“ At a proper time of tide the signal was made; but, rowing
“ towards the shore, many of the boats grounded on a ledge,
“ that runs off a considerable distance. This accident put us
“ into some disorder, lost a great deal of time, and obliged me
“ to send an officer to stop Brigadier Townshend’s march, whom
“ I then observed to be in motion. While the seamen were
“ getting the boats off, the enemy fired a number of shells and
“ shot, but did no considerable damage. As soon as this disor-
“ der could be a little put to rights, and the boats were ranged
“ in a proper manner, some of the officers of the navy went in
“ with me to find a better place to land: we took one flat-bot-
“ tomed boat with us to make the experiment, and as soon as we
“ found a fit part of the shore, the troops were ordered to dis-
“ embark, thinking it not yet too late for the attempt.

“ The

“ The thirteen companies of grenadiers, and two hundred
“ of the second Royal American battalion, got first on shore.
“ The grenadiers were ordered to form themselves into four
“ distinct bodies, and to begin the attack, supported by Brig-
“ adier Monckton’s corps, as soon as the troops had passed the
“ ford, and were at hand to assist. But, whether from the
“ noise and hurry at landing, or from some other cause, the
“ grenadiers, instead of forming themselves as they were direc-
“ ted, run on impetuously towards the enemy’s intrenchments,
“ in the utmost disorder and confusion, without waiting for the
“ corps that were to sustain them and join in the attack. Bri-
“ gadier Monckton was not landed, and Brigadier Townshend
“ was at a considerable distance, though upon his march to
“ join us, in very great order. The grenadiers were checked
“ by the enemy’s first fire, and obliged to shelter themselves in
“ and about the redoubt, which the French abandoned at their
“ approach. In this situation they continued for some time, un-
“ able to form under so hot a fire; and having many gallant
“ officers wounded, who (careless of their persons) had been
“ solely intent upon their duty, I saw the absolute necessity of
“ calling them off, that they might form themselves under Bri-
“ gadier Monckton’s corps, which was now landed, and drawn
“ up on the beach in extreme good order.

“ By this accident, and this second delay, it was near night;
“ a severe storm came on, and the tide began to make; so that
“ I thought it most adviseable, not to persevere in so difficult an
“ attack, lest, in case of a repulse, the retreat of Brigadier
“ Townshend’s corps might be hazardous and uncertain.

“ Our artillery had a great effect upon the enemy’s left,
“ where Brigadiers Townshend and Murray were to have at-
“ tacked; and it is probable, that, if those accidents I have
“ spoken of had not happened, we should have penetrated there,
“ whilst our left and centre (more remote from our artillery)
“ must have bore all the violence of the musketry.

“ The French did not attempt to interrupt our march.—
“ Some of their savages came down to murder such wounded

“ as could not be brought off, and to scalp the dead, as their
“ custom is.

“ The place where the attack was intended, had these ad-
“ vantages over all others hereabout. Our artillery could be
“ brought into use; the greatest part, or even the whole of the
“ troops, might act at once; and the retreat, in case of a repulse,
“ was secure, at least for a certain time of the tide. Neither
“ one or other of these advantages can any where else be found.
“ The beach upon which the troops were drawn up, was of
“ deep mud, with holes, and cut by several gullies; the hill to
“ be ascended very steep, and not every where practicable; the
“ enemy numerous in their intrenchments, and the fire hot. If
“ the attack had succeeded, our loss must certainly have been
“ great; and theirs inconsiderable, from the shelter which the
“ neighbouring woods afforded them. The river St Charles
“ still remained to be passed, before the town was invested.
“ All these circumstances I considered; but the desire to act in
“ conformity to the King's intentions, induced me to make this
“ trial, persuaded that a victorious army find no difficulties.

“ Immediately after this check, I sent Brigadier Murray a-
“ bove the town, with twelve hundred men, directing him to
“ assist Rear-Admiral Holmes in the destruction of the French
“ ships, if they could be got at, (See Note 142.) in order to
“ open a communication with General Amherst. The Briga-
“ dier was to seek every favourable opportunity of fighting
“ some of the enemy's detachments, provided he could do it
“ upon tolerable terms; and use all the means in his power to
“ provoke them to attack him. He made two different at-
“ tempts to land upon the north shore, without success; but in
“ a third was more fortunate. He landed unexpectedly at de
“ Chambaud, and burnt a magazine there; in which were some
“ provisions, some ammunition, and all the spare stores, cloth-
“ ing, arms, and baggage of their army.

“ The prisoners he took, informed him of the surrender of
“ the Fort of Niagara; and we discovered by intercepted let-
“ ters, that the enemy had abandoned Carillon and Crown
“ Point, were retired to the Isle aux Noix, and that General

“ Amherst

“ Amherst was making preparations to pass the Lake Champlain, to fall upon M. Bourlemaque’s corps, which consists of three battalions of foot, and as many Canadians as make the whole amount to three thousand men.

“ The Admiral’s dispatches and mine would have gone eight or ten days sooner, if I had not been prevented from writing by a fever. I found myself so ill, and am still so weak, that I begged the General-Officers to consult together for the public utility. They were all of opinion, that as more ships and provisions have now got above the town, they should try, by conveying up a corps of four or five thousand men, (which is nearly the whole strength of the army, after the points of Levi and Orleans are left in a proper state of defence), to draw the enemy from their present situation, and bring them to an action. I have acquiesced in their proposal, and we are preparing to put it in execution.

“ The Admiral and I have examined the town, with a view to a general assault; but, after consulting with the chief engineer, who is well acquainted with the interior parts of it, and after viewing it with the utmost attention, we found, that though the batteries of the lower town might be easily silenced by the men of war, yet the business of an assault would be but little advanced by that, since the few passages that lead from the lower to the upper town are carefully intrenched; and the upper batteries cannot be affected by the ships, which must receive considerable damage from them, and from the mortars. The Admiral would readily join in this, or in any other measures for the public service; but I could not propose to him an undertaking of so dangerous a nature, and promising so little success.

“ To the uncommon strength of the country, the enemy have added (for the defence of the river) a great number of floating batteries and boats. By the vigilance of these, and the Indians round our different posts, it has been impossible to execute any thing by surprize. We have had almost daily skirmishes with these savages, in which they are generally defeated, but without loss on our side.

“ By the list of disabled officers, (many of whom are of rank)
 “ you may perceive, Sir, that the army is much weakened. By
 “ the nature of the river, the most formidable part of this ar-
 “ mament is deprived of the power of acting, yet we have al-
 “ most the whole force of Canada to oppose. In this situation,
 “ there is such a choice of difficulties, that I own myself at a
 “ loss how to determine. The affairs of Great Britain, I know,
 “ require the most vigorous measures; but then the courage of
 “ a handful of brave men should be exerted only where there is
 “ some hope of a favourable event. However, you may be as-
 “ sured, Sir, that the small part of the campaign that remains,
 “ shall be employed (as far as I am able) for the honour of his
 “ Majesty, and the interest of the nation, in which I am sure of
 “ being well seconded by the Admiral and by the Generals;
 “ happy if our efforts here can contribute to the success of his
 “ Majesty’s arms in any other parts of America. I have the
 “ honour to be, with the greatest respect,

“ Sir,

“ Your most obedient, and

“ Most humble servant,

“ J^A. WOLFE.”

As the letter which Vice-Admiral Saunders wrote to Mr Secretary Pitt on this occasion, forms a most excellent supplement to the masterly letter of General Wolfe, and gives an able and distinct detail of the operations which fell to the lot of the Navy in this arduous enterprize, we beg leave to insert it likewise.

“ *Stirling Castle, off Point Levi, in the river*

“ *St Lawrence, September 5th, 1759.*

“ Sir,

“ In my letter of June 6th, I acquainted you I was then off
 “ Scutari, standing for the river St Lawrence. On the 26th, I
 “ got up with the first division of the fleet and transports, as far
 “ as the middle of the Isle of Orleans, where I immediately pre-
 “ pared to land the troops, which I did the next morning. The
 “ same day, the second and third divisions came up, and the
 “ troops from them were landed likewise.

“ I got

“ I got thus far without any loss or accident whatever ; but,
“ directly after landing the troops, a very hard gale of wind
“ came on, by which many anchors and small boats were lost,
“ and much damage received among the transports by their
“ driving on board each other. The ships that lost most an-
“ chors, I supplied from the men of war, as far as I was able,
“ and, in other respects, gave them the best assistance in my
“ power.

“ On the 28th, at midnight, the enemy sent down from
“ Québec seven fire-ships ; and though our ships and transports
“ were so numerous, and necessarily spread so great a part of
“ the channel, we towed them all clear and aground, without
“ receiving the least damage from them. The next night Ge-
“ neral Monckton crossed the river, and landed with his brigade
“ on the south shore, and took post at Point Levi ; and Gene-
“ ral Wolfe took his on the westernmost point of the isle of
“ Orleans.

“ On the 1st of July, I moved up between the points of
“ Orleans and Levi ; and it being resolved to land on the north
“ shore, below the falls of Montmorenci, I placed, on the 8th,
“ his Majesty's sloop the Porcupine, and the Boscawen armed
“ vessel, in the channel between Orleans and the north shore,
“ to cover the landing, which took place that night.

“ On the 17th, I ordered Captain Rous of the Sutherland,
“ to proceed, with the first fair wind and night tide, above
“ the town of Québec, and to take with him his Majesty's
“ ships Diana and Squirrel, with two armed sloops, and two
“ cats armed, and loaded with provisions. On the 18th at
“ night, they all got up except the Diana, and gave General
“ Wolfe an opportunity of reconnoitring above the town ;
“ those ships having carried some troops with them for that
“ purpose. The Diana run ashore upon the rocks off Point
“ Levi ; and received so much damage, that I have sent her
“ to Boston with twenty-seven sail of American transports,
“ (those which received most damage in the gale of the 27th),
“ where they are to be discharged ; and the Diana, having re-
“ paired her damage, is to proceed to England, taking with

“ her the mast ships, and what trade may be ready to accompany her.

“ On the 28th, at midnight, the enemy sent down a raft of fire-stages, of near a hundred radeaux, which succeeded no better than their fire-ships.

“ On the 31st, General Wolfe determined to land a number of troops above the falls of Montmorenci, in order to attack the enemy's lines; to cover which, I placed the Centurion in the channel between the isle of Orleans and the falls, and ran on shore, at high water, two cats which I had armed for the purpose, against two small batteries and two redoubts, where our troops were to land. About six in the evening they landed; but the General not thinking it proper to persevere in the attack, soon after part of them re-embarked, and the rest crossed the falls with General Wolfe; upon which, to prevent the two cats from falling into the enemy's hands (they being dry on shore) I gave orders to take the men out, and set them on fire; which was accordingly done.

“ On the 5th of August, in the night, I sent twenty flat-boats up the river, to the Sutherland, to embark twelve hundred and sixty of the troops, with Brigadier-General Murray, from a post we had taken on the south shore. I sent Admiral Holmes up to the Sutherland, to act in concert with him, and to give all the assistance the ships and boats could afford. At the same time, I directed Admiral Holmes to use his best endeavours to get at, and destroy the enemy's ships above the town; and to that purpose I ordered the Lowestoffe, and Hunter sloop, with two armed sloops and two cats and provisions, to pass Quebec, and join the Sutherland: but the wind blowing westerly, it was the 27th of August before they got up, which was the fourth attempt they had made to gain their passage.

“ On the 25th, at night, Admiral Holmes and General Murray, with part of the troops, returned: they had met with and destroyed a magazine of the enemy's clothing, some gun-powder, and other things: and Admiral Holmes

had

“ had been ten or twelve leagues above the town, but found it
“ impracticable at this time to get farther up.

“ General Wolfe having resolved to quit the camp at Mont-
“ morenci, and go above the town in hopes of getting between
“ the enemy and their provisions, (supposed to be in their
“ ships there), and by that means force them to an action; I
“ sent up, on the 29th at night, the Seahorse and two armed
“ sloops, with two cats laden with provisions, to join the rest
“ above Quebec; and having taken off all the artillery from
“ the camp at Montmorenci, on the 3d instant, in the fore-
“ noon, the troops embarked from thence, and landed at point
“ Levi. The 4th, at night, I sent up all the flat-bottomed
“ boats; and this night a part of the troops will march up
“ the south shore, above the town, to be embarked in the ships
“ and vessels there; and to-morrow night the rest will follow.
“ Admiral Holmes is also gone up again, to assist in their fu-
“ ture operations; and to try if, with the assistance of the
“ troops, it is practicable to get at the enemy's ships.

“ As General Wolfe writes by this opportunity, he will
“ give you an account of his part of the operations, and his
“ thoughts what farther may be done for his Majesty's service.
“ The enemy appear to be numerous, and appear to be strong-
“ ly posted: but let the event be what it will, we shall remain
“ here as long as the season of the year will permit, in order
“ to prevent their detaching troops from hence against Gene-
“ ral Amherst; and I shall leave cruizers at the mouth of the
“ river, to cut off any supplies that may be sent them, with
“ strict orders to keep that station as long as possible. The
“ town of Quebec is not habitable, being almost entirely burnt
“ and destroyed.

“ I inclose you the present disposition of the ships under my
“ command. Twenty of the victuallers that sailed from Eng-
“ land with the Echo, are arrived here: one unloaded at
“ Louisburg, having received damage in her passage out; and
“ another I have heard nothing of. No ships of the enemy
“ have come this way, that I have had any intelligence of,
“ since my arrival in the river, except one, laden with flour

“ and brandy, which was taken by Captain Doake of the
“ Lizard.

“ Before Admiral Durell got into the river, three frigates
“ and seventeen sail, with provisions, stores, and a few recruits
“ got up; and are those we were so anxious, if possible, to
“ destroy.

“ Yesterday I received a letter from General Amherst, (to
“ whom I have had no opportunity of writing since I have
“ been in the river), dated Camp at Crown Point, August 7th,
“ wherein he only desires I would send transports and a con-
“ voy to New York, to carry to England six hundred and se-
“ ven prisoners, taken at the surrender of Niagara.

“ I should have wrote you sooner from hence; but while
“ my dispatches were preparing, General Wolfe was taken
“ very ill; he has been better since, but is still greatly out of
“ order.

“ I shall very soon send home the great ships. And I have
“ the honour to be, &c.

“ CHARLES SAUNDERS.”

The orders given out by General Wolfe, on the first of Au-
gust, the day after he intended to have attacked the enemy's
intrenchments, do him great credit. At the same time that
he means to reprimand the troops who disobeyed his orders,
he seems to assure them of an opportunity of regaining his fa-
vour, if they pay due regard to orders and discipline. “ The
“ check (says the General) which the grenadiers met with
“ yesterday, will, it is hoped, be a lesson to them for the time
“ to come; such impetuous, irregular, and unsoldierlike pro-
“ ceedings, destroy all order, make it impossible for their com-
“ manders to form any disposition for an attack, and put it
“ out of the General's power to execute his plan. The grena-
“ diers could not suppose, that they alone could beat the French
“ army; and therefore, it was necessary that the corps under
“ Brigadier Monckton and Brigadier Townshend, should have
“ time to join, that the attack might be general: the very first
“ fire of the enemy, was sufficient to repulse men who had lost
“ all

“ all sense of order and military discipline : Amherst’s and the
“ Highland regiment alone, by the soldierlike and cool man-
“ ner they were formed in, would undoubtedly have beat back
“ the whole Canadian army, if they had ventured to attack
“ them. The loss, however, is inconsiderable, and may be ea-
“ sily repaired, when a favourable opportunity offers, if the
“ men will shew a proper attention to their officers.”

By the detachment which General Wolfe had sent up the river under Brigadier Murray, the Marquis de Montcalm conjectured that our post at Montmorenci was so much weakened thereby, that it might easily have been forced, if attacked in the proper place. Early in the morning, two large columns were seen to march from the enemy’s camp to the northward, supposed to be with a design, either to attack General Wolfe in his camp by crossing the river Montmorenci at the upper ford, or else to fall upon his rear as he was quitting that post, and incommode him in re-embarking the troops : but General Wolfe had digested his plan so well, that he carried on the whole operation without any loss. No sooner were the French troops observed in motion, that Brigadier Monckton ordered a large detachment from his post at Point Levi to embark in boats, and, under cover of some frigates and sloops, to stand towards the Beauport shore. This feint had the desired effect. M. de Montcalm, dreading to be attacked in his lines, recalled his two columns in haste. In the mean time, General Wolfe having withdrawn his artillery, set fire to the works he had erected ; marched down to the beach, where the flat-bottomed boats waited for him ; and the enemy giving him no interruption, he re-embarked the troops, most of whom he ordered to encamp at Point Levi, the remainder at Point Orleans. It is inconceivable how great an affection the whole army had for General Wolfe ; his sickness made a most visible impression on them, and when his health permitted him to return to camp and visit the guards and posts as usual, they gave the strongest proofs of the most heartfelt joy : his presence never failed to infuse fresh spirits into the troops.

General Wolfe now formed one of the grandest plans imaginable

ginable, in order to obtain the object of his wishes. The Admiral caused the whole of the flat-bottomed boats, with an additional number of frigates and ships, to pass the town in the night of the 4th; and Admiral Holmes once more went up, and took the command there. As many troops as could be spared from the Point of Orleans, were conveyed to the camp at Point Levi; whence the General marched them, together with all the force that could be spared from that post, up the south shore, fording the river Eschemin, and proceeding to a spot where they were embarked on board the war ships and transports. Rear-Admiral Holmes conducted the whole a considerable way up the river. M. de Montcalm, from the small number of ships and vessels which he saw, not suspecting that General Wolfe had conveyed the greatest part of his force above the town, immediately detached M. de Bougainville with a corps of two thousand men, with orders to observe the motions of General Wolfe, and to oppose his landing on the north shore. Admiral Holmes came to an anchor with his fleet above Cape Diamond. The General, that he might draw the enemy's attention as high up the river as possible, made many feints to land; and in order to refresh the men, who were very much crowded on board the ships, he frequently landed them on the south shore. General Wolfe having now completely adjusted his plan, the troops, arranged in the flat-boats, were to be followed by the ships and vessels, so as they should arrive nearly about the same time at the place intended for the descent. Captain Chads, of the navy, directed under Admiral Holmes; to whose orders and directions, the General expressly commanded that the greatest attention should be paid. On the 12th of September, General Wolfe issued the following orders, dated from on board the Sutherland.

“The enemy's force is now divided; great scarcity of provisions is now in their camp; and universal discontent among the Canadians. The second officer in command is gone to Montreal, or St John's; which gives reason to think that General Amherst is advancing into the colony. A vigorous
“blow

“ blow struck by the army at this juncture, may determine
“ the fate of Canada. Our troops below are in readiness to
“ join us : all the light artillery and tools are embarked at the
“ Point of Levi ; and the troops will land where the French
“ seem least to expect it. The first body that gets on shore
“ is to march directly to the enemy, and drive them from any
“ little post they may occupy. The officers must be careful
“ that the succeeding bodies do not, by any mistake, fire upon
“ those who go before them. The battalions must form on
“ the upper ground with expedition, and be ready to charge
“ whatever presents itself. When the artillery and troops are
“ landed, a corps will be left to secure the landing place ;
“ while the rest march on, and endeavour to bring the French
“ and Canadians to a battle. The officers and men will re-
“ member what their country expects from them, and what
“ a determined body of soldiers, inured to war, is capable of
“ doing, against five weak French battalions, mingled with
“ disorderly peasantry. The soldiers must be attentive and
“ obedient to their officers, and resolute in the execution of
“ their duty.”

The stroke being now ready to be struck, the whole armament prepared to contribute their aid to the grand design. The Admiral, in the evening of the 12th, ordered all his boats below the town to rendezvous astern of one of the frigates. Into these he put all the marines he could possibly spare ; and, under cover of some frigates and sloops of war, he ordered them to work up, and just at break of day to stand over to the Beauport shore, as if going to make a descent there ; while the frigates and sloops were ordered to stand as near as they could with safety, and to cannonade the French lines. This feint had an excellent effect, and obliged the enemy to leave a stronger detachment to guard their works than they would have otherwise done. What troops could be spared from the post of Point Levi, were ordered to be ready to embark in boats at a moment's warning, under the command of Brigadier Monckton. General Wolfe, in the Upper River, ordered all his troops on board their respective ships. At nine o'clock

o'clock this night, the first division of the soldiers were ordered into the flat-bottomed boats; and a little after, the whole squadron moved up the river with the tide of flood. This deceived the enemy very much. It being a fine clear star-light night, M. de Bougainville immediately put his corps in motion, and marched up the north bank of the river, to be ready to oppose any descent which might be made there.

About an hour before day-light of the 13th the boats fell down the river with the tide of ebb. By the help of their oars, they went at a great rate. In half an hour the ships followed them; and, a little before day-break, they arrived at the eastward of Sillery, a league above Cape Diamond. The light infantry, commanded by Colonel Howe, were carried a little lower down, by the rapidity of the current. The place where they disembarked, was at the foot of a woody precipice, which with the utmost difficulty they scrambled up, and dispersed a guard on the top, which were placed to defend a small foot path. At this instant, the corps under Brigadier Monckton having arrived in boats from Point Levi, immediately landed and ascended the hill. These were followed by the corps under Brigadiers Townshend and Murray; and the remainder of the troops were disembarked as fast as the boats could bring them from the ships.

Day was now broke; and General Wolfe perceiving the French army under M. de Montcalm in motion, made a disposition of his troops, which he varied as more regiments arrived. His right was covered by the Louisburg grenadiers. On the right of this corps he afterwards placed the thirty-fifth, the twenty-eighth, forty-third, forty-seventh, seventy-eighth, and fifty-eighth regiments, which composed the first line, divided into two brigades, commanded by Brigadiers Monckton and Murray. The second line was composed of the fifteenth regiment, and the two battalions of Royal Americans, commanded by Brigadier Townshend. The reserve was now composed of the forty-eighth regiment, drawn up in eight subdivisions, with large intervals, under the command of Colonel Burton. The left of the army was covered by the light-

light-infantry, commanded by Colonel Howe, who, possessing himself of some houses and a small copse wood, performed very great service in the action. General Wolfe ordered the men to load with an additional bullet, which did great execution. In this disposition, the General waited the approach of the enemy.

M. de Montcalm formed his army into three columns; but lined the ground in his front with a corps of irregulars and marksmen, who, while he was advancing, kept up a very galling fire on the front of the British line, but were obliged to retire, by the bravery of the light infantry, and a light six pounder, which the sailors dragged up about eight o'clock. This gun played with great success on the enemy's columns, and obliged the French General more than once to make alterations in his disposition. About ten o'clock, the enemy came on briskly to the attack, and shewed they meant, if possible, to gain the left flank. On this, Brigadier Townshend advanced the fifteenth regiment, and formed it en potence, which effectually prevented their design. As soon as they came within musket-shot, they began to fire: but the British troops reserved theirs, until the enemy were within thirty yards. They then gave their fire, which they repeated so quickly, and with such effect, that the enemy every where gave way, and, under cover of the smoke, charged them with fixed bayonets.

It was at this time that General Wolfe, exerting himself at the head of the Louisburg grenadiers, received his mortal wound. Colonel Carleton, the Quarter Master General, received a dangerous wound on his head; and shortly after, Brigadier Monckton was shot through the body, at the head of the forty-seventh regiment.

Nor did it fare better with the General Officers of the enemy's army. M. de Montcalm was mortally wounded, and obliged to be carried off the field. Their second in command, Brigadier M. de Senezergue, was also mortally wounded, made prisoner, and died a few days afterwards on board the fleet. Their third in command, Brigadier Baron de St Ours, was killed.

Part of the French troops made a second, but faint attack,
and

and were presently repulsed. Some others took to a thick copse wood, and there they made a stand for a while, which effectually covered the retreat of a great part of the French army.

Never did troops behave better than the British on this occasion. They were cool and intrepid, and paid the utmost attention to the orders they received. The Louisburg grenadiers, with the twenty-eighth and forty-seventh regiments, drove back the enemy with fixed bayonets; and Brigadier Murray advancing briskly, with the troops under his command, the rout of the enemy became general. It was then that the Highlanders, supported by the fifty-eighth regiment, took to their broadswords, driving part of the French into the town, and part into their works, at their bridge over the river St Charles; nor did they retire until the cannon from the ramparts fired upon them.

The action on the left, and in the centre of the British army, was not so severe. The light infantry behaved to admiration: they defended the houses of which they had taken possession so well, that they repulsed the enemy in all the attacks they made to dislodge them. During the action, Colonel Howe, who had taken post with two companies behind a small copse, frequently sallying upon the right flank of the enemy, drove them in heaps on each other. This obliged M. de Montcalm to detach a corps to oppose the Colonel; on which he retired into the above mentioned houses, from whence the enemy could not force him. Brigadier Townshend, by advancing some platoons of the fifteenth regiment against the front of this body, prevented their ever being able to execute their orders, which were, to take the left of the line in flank, while their irregulars and Indians were to fall upon the rear. Previously to this, one of the Royal American battalions had been detached to preserve the communication with the boats; and the other had joined the first line, in order to occupy the space there left vacant by Brigadier Murray's movement.

Things were in this position, when Brigadier Townshend was informed that the command had devolved upon him. He immediately repaired to the centre; and finding the troops some-

somewhat in disorder, occasioned by their eagerness in the pursuit of the enemy, he gave orders for them to form immediately. This was scarcely done, when M. de Bougainville, with his corps from Cape Rouge, appeared in the rear of the British army, and seemed to threaten an attack. This officer, when he discovered that the ships and boats had fallen down the river, followed them down the north shore with the greatest expedition; but the ebb-tide carried the boats so very fast down the stream, that even his cavalry could not keep pace with them. Some battalions immediately faced about to receive him; and the cannon at that instant firing a few rounds at his corps, he judged it prudent to retire.

When the enemy were completely defeated, Brigadiers Townshend and Murray went to the head of each regiment, and thanked them for their gallant behaviour. In this action we had only fifty-seven men killed, and six hundred and seven wounded. The enemy had near fifteen hundred men killed, wounded, and prisoners, and one piece of cannon taken. Their loss fell chiefly on the regulars; and some of their officers who were made prisoners acknowledged, that they never saw such a fire as that which the British troops first gave their army. Every shot seemed to take place; and so many fell, that they thought they had lost half their troops.

Nothing could exceed the surprize of the Marquis de Montcalm, when he heard that General Wolfe and the British army had made good their landing above the town. He could not credit it, and said, "It is only M. Wolfe with a small party come to burn a few houses, look about him, and return." But when he was informed that the British army were drawn up in order of battle on the plains of Abraham; "Then," said he, "they have at last got to the weak side of this miserable garrison: therefore we must endeavour to crush them by our numbers, and scalp them all before twelve o'clock." He died the day after the battle; and it is reported of him, that when his wounds were dressed, he requested of the surgeons who attended him, to tell him ingenuously whether or not his wounds were mortal. On being informed they were; he said, "He

" was

“was glad of it.” He next asked how long he might survive: He was told ten or twelve hours, perhaps less. “So much the better,” replied he; “then I shall not live to see the surrender of Quebec.”

Small as our loss was in this action, the nation deemed the victory dearly bought, when they heard that General Wolfe was killed. He at first received a wound in the wrist: this did not oblige him to quit the field; but, wrapping his handkerchief round it, he continued to give orders with his usual calmness and perspicuity; when just as the enemy gave way, he received a wound in the breast, which proved mortal. He was carried a little way in the rear of the army, and laid down. Hearing one of the officers who stood close by him say, “See how they run!” the dying hero asked, with some emotion, “Who run?” To this the officer rejoined, “The enemy, Sir; they give way every where.” Then the General said, “Pray, do one of you run to Colonel Burton, and tell him to march Webb’s regiment with all speed down to Charles’s river, to cut off the retreat of the fugitives from the bridge—Now God be praised,” said he, “I shall die happy:” and, turning on his side, soon after expired.

The character of General Wolfe has been drawn by many able historians. All are full of encomiums; yet none has ever exceeded the truth. As he who seems to have drawn the exactest portrait of this celebrated hero, had a good opportunity of being thoroughly well acquainted with him, we shall give it in his own words. “The death of General Wolfe was a national loss, universally lamented. He inherited from nature an animating fervour of sentiment, an intuitive perception, an extensive capacity, and a passion for glory, which stimulated him to acquire every species of military knowledge, that study could comprehend, that actual service could illustrate and confirm. This noble warmth of disposition seldom fails to call forth and unfold all the liberal virtues of the soul.—Brave above all estimation of danger; generous, gentle, complacent, and humane; the pattern of the officer, the darling of the soldier. There was a sublimity in his genius, which
“ soared

“ soared above the pitch of ordinary minds. And had his faculties been exercised to their full extent, by opportunity and action; had his judgment been fully matured by age and experience, he would, without doubt, have rivalled in reputation the most celebrated Captains of antiquity *.”

General Townshend lost no time in following up this victory. He encamped the army in such a manner, as that the enemy could not easily surprise them; directing, at the same time, redoubts to be erected, which not only kept the enemy's parties at a due distance, but gave the men ample security in carrying on the operations against the town, from whence a constant cannonade was kept up. The ground having been well reconnoitred, the engineers set to work in erecting batteries for mortars and cannon. But before they were completed, M. de Ramefay, on the 17th, offered to surrender the town. A message was immediately sent to the Vice-Admiral, who repaired to the head-quarters; when, the terms of the capitulation being settled, they were signed the morning of the 18th. (See Note 142.)

The conclusion of General Townshend's letter to Mr Secretary Pitt, gives a most accurate and distinct account of this affair.—“ The 17th at noon, before we had any battery erected, or could have had for two or three days, a flag of truce came out, with proposals of capitulation, which I sent back again to the town, allowing them four hours to capitulate, or no farther treaty. The Admiral had at this time brought up his large ships, as intending to attack the town. The French officer returned at night with the terms of capitulation; which, with the Admiral, were considered, agreed to, and signed, at eight in the morning of the 18th instant. The terms we granted, will, I flatter myself, be approved of by his Majesty; considering the enemy assembling in our rear, and, what is far more formidable, the very wet and cold season, which threatened our troops with sickness, and the fleet with some accident; it had made our road so bad, that we could not bring up a gun for some time. Add to this, the advantage

* Dr Smollet's Continuation of the History of England, vol. V. page 55.

“ of entering the town with the walls in a defensible state, and
“ the being able to put a garrison there, strong enough to prevent all surprize. These, I hope, will be deemed sufficient
“ considerations for granting them the terms I have the honour
“ to transmit to you.

“ The inhabitants of the country come in to us very fast,
“ bringing in their arms, and taking the oaths of fidelity, until
“ a general peace determines their situation.

“ By deserters we learn, that the enemy are re-assembling behind Cape Rouge; that M. de Levis is come down from the
“ Montreal side to command them: some say, he has brought
“ two battalions with him: if so, this blow has already assisted
“ General Amherst. By other deserters we learn, that M. de
“ Bougainville, with eight hundred men and provisions, was on
“ his march to fling himself into the town the 18th, the very
“ morning it capitulated; on which day we had not completed
“ the investiture of the place, as they had broken down their
“ bridge of boats, and had detachments in very strong works on
“ the other side of the river St Charles.

“ I should not do justice to the Admirals, and the naval service, if I neglected this occasion of acknowledging how much
“ we are indebted for our success to the constant assistance and
“ support received from them, and the perfect harmony and
“ correspondence which has prevailed throughout all our operations, in the uncommon difficulties which the nature of this
“ country, in particular, presents to military operations of a
“ great extent, and which no army can itself solely supply; the
“ immense labour in artillery, stores, and provisions; the long
“ watchings and attendance in boats; the drawing up our artillery by the seamen, even in the heat of action. It is my
“ duty, short as my command has been, to acknowledge, for
“ that time, how great a share the navy has had in this successful campaign.”

On the 18th, Lieutenant-Colonel Murray, at the head of three companies of grenadiers, with a piece of cannon, and a detachment of the Royal regiment of artillery, marched in, and took possession of the upper town, hoisting British colours on
the

the most conspicuous part of the fortifications. At the same time, Captain Palliser,* with a detachment of seamen, took possession of the lower town. The garrison, agreeable to the terms of capitulation (See Note 142.), marched out with the honours of war, and were embarked on board of transports for France. In the place was found a numerous artillery, and a great quantity of military stores. For an account of the strength of the garrison, and other particulars, (See Note 142.)

The General's dispatches were brought to England by Lieutenant-Colonel Hale; and the Admiral's, by Captain James Douglas of the Alcide. They arrived a few days after General Wolfe's letter, giving an account of his repulse at the Falls of Montmorenci, and of the very great difficulties he had to struggle with. His most excellent letter interested every one in his fate; and he now became still more a favourite with the nation, especially for his firm determination to exert himself to the utmost for the good of his country, although he did not flatter them with being able to reduce the capital of Canada. The public having the fullest confidence in his assurances, longed with impatience for the next dispatches.

The victory gained over M. de Montcalm, and the surrender of Quebec, were announced in one Gazette Extraordinary. Although joy and rapture flew from one end of the kingdom to the other; yet, in the midst of this excessive exultation, a concern for the death of General Wolfe was visible in every countenance; and while they rejoiced at the victories, they failed not in paying due praises to the memory of the accomplished hero, who had fallen in the attainment of them. Bonfires and illuminations were universal, one place excepted; and this was the village in which the mother of the deceased General lived. The inhabitants felt for her grief, which they would not increase; and put a violence on their inclinations, by not joining with their neighbours in giving public testimonies of joy and approbation on this occasion. To every one in the least acquainted with the dispositions of the people, they must know that the sacrifice they then made was very great.

* Afterwards Sir Hugh Palliser Bart. Admiral of the Blue, and Governor of Greenwich Hospital.

From the good old King, Colonel Hale and Captain Douglas procured a most gracious reception. They had each a present of 500*l.* to buy a sword. The former obtained the command of a regiment of light dragoons ; the latter received the honour of knighthood, and, soon after, was sent to command the squadron at the Leeward Islands. The city of London, the Universities, and many of the principal cities and corporations addressed his Majesty, and congratulated him on this important victory ; and a royal proclamation was issued, appointing a day of solemn thanksgiving to Almighty God, throughout the British dominions.

Soon after the Parliament met, Mr Secretary Pitt, in a most elegant speech, expatiated on the brilliant successes of the campaign, and on the very great merit of the Admirals and Generals. But when he came to speak of the transcendent worth of the immortal Wolfe, he convinced his audience, that what he said came from the heart. The beautiful panegyric he was pronouncing, was, for a few seconds, interrupted by the sympathetic tear, which flowed for the loss his country had sustained, by the death of such an accomplished officer. He concluded, by moving for an address to his Majesty, requesting that he would order a monument to be erected in Westminster-Abbey to the memory of Major-General James Wolfe. The motion was immediately seconded, and the House unanimously agreed to it ; as they did, immediately after, to return their thanks to the surviving Generals and Admirals who had been employed in the glorious and successful expedition against Quebec.

As soon as a sufficient number of houses could be repaired in the city of Quebec, the army struck their tents, and marched into the garrison. Brigadier-General Murray was appointed Governor, and Colonel Burton Lieutenant-Governor of Quebec. Possession was taken of all the enemy's posts in the neighbourhood, and parties from the garrison employed to cut wood for winter fuel. The inhabitants brought in such fresh provisions as they could spare. Admiral Saunders was busied in landing stores and provisions for the garrison ; and dispatched the large
ships

ships home, under the command of Rear-Admirals Durell and Holmes.

The corpse of General Wolfe was shipped on board of the Royal William, and received there with all the honours due to it. The same ceremony was observed when it was landed at Portsmouth, in order to be conveyed to the burial-place of his family.

The weather having become very tempestuous, some of the large ships, in going down the river, were in great danger. The Royal William and Captain run aground; but were luckily soon got off again without sustaining any damage. On the 10th of October, the Terrible had certainly been wrecked, but for a warrant-officer on board. The ship being drove from her anchors by the irresistible rapidity of the tide of ebb at the island of Coudre, he proposed making an anchor sufficient to hold her; such a one as he remembered to have seen, when very young, on board of the Centurion, then commanded by Commodore Anson. He accordingly fastened one of the ship's quarter-deck guns to two small anchors; by means of which, she brought up, and rode with ease. Her large anchors were all of them found to be broke, which was not discovered till the cables were hove in.

The Admiral dispatched the Stirling Castle to Lisbon, and hoisted his flag on board of the Somerset. On the 18th of October, after saluting the garrison, he sailed for England in company with the Devonshire and Vanguard; Brigadier-General Townshend returning home along with him.

Lord Colvill was left to command the fleet in America, having under him the Northumberland, Alcide, Trident, Pembroke, and Prince of Orange, with several frigates, on board one of which General Monckton embarked for New York for the recovery of his wounds. Two sloops of war, viz. the Racehorse and Porcupine, commanded by Captains Miller and Macartney, were left to winter at Quebec.

As soon as the French saw that the British fleet had fallen down the river St Lawrence, they got their shipping at Batiscan ready to follow their example. They fell down the river

by degrees, and waited at Cape Rouge for a fair wind to carry them past the city of Quebec. By a violent gale, on the 22d of November, three of their vessels were drove ashore, and wrecked*. The garrison having received orders to be very alert, all the guns were loaded, in order to prevent the French ships from passing the town.

On the 24th of November, the wind came fair: the night was dark, and with the tide of ebb, the enemy's ships came down. They were not, however, unobserved by the garrison, who fired every gun that pointed towards them, besides throwing a great number of shells; but to no purpose; the vessels all escaped, except the Elizabeth, who, steering rather too near the south side of the river, was, by the strength of the tide, forced ashore and stranded near one of the British schooners, which had been ordered to watch their motions, and which lay at anchor a little lower down the river. This schooner mounted only four guns, but kept firing at the stranded vessel; the crew of which being resolved not to let their ship fall into our hands, laid a train, near to which they placed a lighted match. They then abandoned the vessel, and took to their boat; when, with the aid of some boats from two others of the French ships†, they boarded the schooner, and carried her.

Early in the morning of the 25th, Captain George Miller of the Racehorse, his Lieutenant, and upwards of forty volunteer sailors, went and boarded the Elizabeth. They then found the lighted match, which they presently extinguished; and Captain Miller, not suspecting that the enemy had laid a train to the magazine, ordered a light to be struck; a spark from which unluckily falling on the loose powder, the vessel blew up in an instant; by which unfortunate accident most of this party were killed; and the few that remained alive, among whom were Captain Miller and his Lieutenant, were dreadfully mangled and scorched. A Canadian peasant observing the explosion, in hopes of finding some plunder, ventured on board, and found the Captain, his Lieutenant and two men lying in great

* The Soleil Royal, the Seneffierre, and the Duc de Fronfac.

† The Machault and Chefine.

great agony. This humane Canadian returned to shore for assistance, and got them (together with six more of the unhappy sufferers whom they afterwards found) conveyed to his house, where had their wounds anointed with bear's grease, and administered to them all the comforts in his power. He then went to Quebec, and made the Governor acquainted with their situation, who was, till then, ignorant of what had befallen them. His Excellency highly commended the peasant for his humanity, entertained him well, and rewarded him with twenty dollars, and a quantity of salt provisions. A proper conveyance was immediately sent to bring Captain Miller and his companions to the hospital of the Ursuline Convent, where every care was taken of them; but, so terribly were they scorched and bruised, that most of them died in a few days; and of the whole, only two or three of the private men recovered.

The ships of war having been constantly employed throughout the whole of the summer in attending on this grand expedition, was the reason why they made so few captures from the enemy. The Trident took a large Spanish ship of twenty guns, from Martinico for Bourdeaux, laden with sugar, coffee, cocoa, indigo, and cotton; and the Success took, in the month of July, in the gulph of St Lawrence, two large Dutch ships, from the Island of St Eustatius, laden with beef, pork, and biscuit, two hundred barrels of gun-powder, and a great quantity of cannon-shot, and bomb-shells.

Thus ended a most successful campaign in America. The tide of fortune seemed to have turned entirely against France. Her great want appears to have been a daring and enterprising Minister, who, if he had not strength sufficient to act against, or directly oppose the force which he brought into this country, might have fallen on expedients to make a diversion calculated to interrupt our principal operations, and which might have proved the means of protracting the impending fate of the French colonies for some time longer. For instance, had M. de Bompard, when he found he could not prevent the island of Guadaloupe from falling into our hands,

steered for New York with his squadron, he might have made such an impression there, as have obliged General Amherst either to come himself, or at least to make such a detachment from his army, as would perhaps have disabled him from acting on the offensive, for the remainder of the campaign. From New York, M. de Bompert might have gone to Halifax or St John's-Newfoundland, or both. An attack on either of these places, would have obliged Admiral Saunders to make such a detachment from his fleet, as might have greatly diminished our force before Quebec, and, perhaps in the end, would have proved the ruin of the enterprize; while, before such detachment could have been able to overtake M. de Bompert, he might have done his business, and sailed for Europe.

MEDITERRANEAN,

AT the port of Toulon, the enemy were exerting themselves to the utmost, in getting ready for sea as many ships as possible. This constituted a part of their grand plan of operations, as a great deal depended upon the equipment they were able to make here; and trusting that Mr Pitt had so dispersed the British navy, to second his extensive plans in the West Indies and America, that he would not be in a condition to afford Vice-Admiral Broderick a reinforcement of sufficient strength to prevent them from becoming masters of the Mediterranean sea; they therefore hoped to be able, without running the risk of any material interruption, to form a junction with their grand fleet at Brest, under Marshal de Conflans, and thus be enabled to obtain so great a naval superiority in the British channel as that they might escort their armies, and co-operate with them in invading his Majesty's dominions of Great Britain and Ireland. But in this project they were disappointed, as well as in all the rest of their vast designs. Mr Pitt had the best intelligence of what was going forward at Toulon, and sufficient discernment to perceive of what importance it was to the affairs of Great Britain, to prevent the

Toulon

Toulon squadron from forming a junction with that at Brest. He therefore appointed an officer to command his Majesty's ships on this station, in whose abilities he could place the greatest confidence: this was Admiral Boscawen.

Early in the spring, a considerable number of ships had been detached to reinforce Vice-Admiral Broderick, and carried out orders for him to repair off Toulon as soon as possible, to watch the enemy's motions there. On the 14th of April, Admiral Boscawen sailed from Spithead, with three sail of the line and some frigates, and arrived at Gibraltar the 27th. As soon as he had appointed convoys for the trade, and cruizers to annoy the enemy, he sailed from thence the 3d of May, and, on the 16th, formed a junction with Vice-Admiral Broderick off Cape Sicie, and assumed the command of the fleet. (See Note 143.)

The command of the squadron fitting out at Toulon was conferred on M. de la Clue, an officer of considerable abilities. Admiral Boscawen, on his arrival, found the enemy's fleet almost ready for sea. He blocked them up with such care, that not a ship could get in or out of that port but with his permission. On the 7th of June, he perceived two French frigates making for Toulon, to which he immediately gave chase. These he cut off from the harbour, but could not prevent their taking shelter in an adjoining bay, where they were protected by some batteries of heavy cannon. The Admiral determined to destroy them if possible; to effectuate which, he next day sent in the Culloden, Conqueror, and Jersey, under the command of Captain Callis. The Captains conducted their ships into the bay with the greatest resolution and good conduct; and in all probability would have been able to execute their orders; but, soon after they entered the bay, it fell a dead calm, and they were for a considerable time exposed to a most severe cannonade of heavy cannon, before they could return a shot, the enemy having strongly reinforced all their posts. When the ships got properly placed, they returned an exceeding brisk and well directed fire for more than two hours; but the Admiral, perceiving that the frigates were beyond his reach

reach, ordered the three ships to retire, and sent the boats of the squadron to tow off the Culloden, who had lost her main-yard and mizen-top-mast. She had sixteen men killed, and twenty-six wounded; the Conqueror had two killed and four wounded; the Jersey, eight killed and fifteen wounded; and all the ships were much damaged in their rigging and sails. The Admiral stood out to sea for some days, until the crippled ships were completely repaired; when he again returned to his station.

Here he continued, until the water and provisions of the squadron becoming scarce, and some of them needing repairs, he was necessitated to proceed to Gibraltar, about the beginning of July: but preferring the bay of Salo, in Spain, to water at, he put in there with the squadron, the 8th of that month. There they were plentifully supplied with water, as well as all sorts of vegetables, and such fresh provisions as the country afforded, at very reasonable rates. The fleet having boarded vessels from Turkey and the Barbary shore, had not pratique* granted to it; a circumstance which the Admiral was not sorry for, as it prevented drunkenness and desertion; and lest the sailors should have been infested with the plague, the Spaniards used the precaution to form a line round the watering place, to prevent them from strolling into the country.

The fleet having completed their watering, sailed from Salo bay, the 24th of July, and arrived at Gibraltar the 4th of August, where the necessary repairs of the squadron were immediately set about.

But, that the Admiral might have timely notice of the enemy's approach, in case they ventured to leave their asylum, he ordered the Lyme to cruise off Malaga, and the Gibraltar to
cruise

* When a fleet or ship has not a certificate of health to shew, they must perform quarantine, if they are to unload. If they make a short stay, they are not allowed pratique; that is, they are not allowed any intercourse with the shore, for fear of introducing the plague. The letters they send ashore, are all smoked with sulphur before they are opened or forwarded; and when they pay for what is furnished them, the money is put into a vessel having vinegar in it.

cruise from Estepona to Ceuta-point. This latter on the 17th of August, discovered the enemy, consisting of fifteen sail (See Note 144.), close in with the Barbary shore. Captain M'Cleverty made directly for Gibraltar with all the sail he could crowd, and arrived off Europa-point about half an hour after seven o'clock. He immediately made the signal of the enemy's strength and situation to the Admiral, who sent an officer on board with orders to Captain M'Cleverty to keep a sharp look-out after the enemy, and to make signals accordingly. When this important intelligence arrived, the repairs of the squadron were not completed; the *Namur*, in particular, had not a sail at her yards: but such was the dispatch made on this emergency, that the squadron was out of the bay a little before ten o'clock that very night. (See Note 143.) It consisted of fourteen sail of the line, with the *Shannon* and *Ætna* fireships.

On the 18th, at day-break, our fleet, owing to the hurry in which they left Gibraltar-bay the night before, was separated into two divisions. The *Warspight*, *Culloden*, *Swiftsure*, *Intrepid*, *America*, *Portland*, and *Guernsey*, having lain at anchor near the *Namur*, they pushed out to sea along with her, and kept close to the Admiral all night, who stood to the westward with a press of sail. Vice-Admiral Broderick, with the rest of the squadron, were some leagues astern. At seven o'clock, they got sight of the enemy's fleet to the westward, consisting of seven sail, the rest having separated in the night. The French Admiral made a private signal; which not being answered, Admiral Boscawen made the signal for a general chase to the N. W., and, at nine, made another for the sternmost ships to make more sail, which brought the vessels in our rear fast up, they finding a fine breeze at E., while those of the enemy were becalmed, with scarce steerage-way. The squadron continued to gain on the enemy, who, at one o'clock, hoisted their colours. At twenty minutes afterwards, the British fleet did the same; and, soon after, Admiral Boscawen made the signal to engage.

At half past one, the enemy began firing at the headmost of
the

the British ships; and Admiral Boscawen perceiving, that it was their intention, as soon as the breeze reached them, to endeavour to make off, he was anxious that the headmost ships of his Squadron should push on to attack the enemy's van, in order to stop their flight until all the ships should get up. He therefore made the signal for the *America* and *Guernsey* to make more sail. At half an hour after two, the *Culloden* began to fire on the *Centaur*, the enemy's sternmost ship; and, soon after, the *America*, *Portland*, *Guernsey*, and *Warspight* got into action. The wind now died away; but still continued to blow fresh with the division astern, which brought them in for a share of the victory. Admiral Boscawen in the *Namur*, began to engage the three sternmost ships of the enemy, about four o'clock. The *Swiftsure* and *Intrepid* being to windward of him, he hailed the former, and directed Captain Stanhope to endeavour to get up with the enemy's van ship, and engage her, which he punctually did. The *Intrepid* should have engaged *M. de la Clue's* second ahead. About half an hour after four, the *Namur* got along-side of the *Ocean*; they had not engaged above half an hour, when the *Namur* was disabled, and thrown out of the action; her mizen-mast * and both top-sail-yards being shot away, she by this means fell astern.

M. de la Clue availed himself of the disaster which had befallen Admiral Boscawen's ship, and endeavoured to get off with his Squadron. The French ships immediately set all the sail they could carry, the *Centaur* excepted, who, having lost her fore and main-top-masts, was obliged to strike; she was otherwise greatly damaged, being engaged by every ship as they came up, besides the *Culloden*, who fought her for a considerable time; and it may be truly said, that she stood the brunt of the battle. When the *Namur* fell astern, Admiral Boscawen ordered out his barge, into which he got, and rowed with all possible haste on board the *Newark*, and there hoisted his flag. The action was now ceasing, a pursuit took place, which

* The men in the mizen-top were all saved, being taken in at the stern ports when the mast fell over the stern.

which Admiral Boscawen continued unremittingly the whole night. There was a fine breeze of wind, accompanied with a little haze; by means of which, two of the enemy's ships altered their course in the night, and made their escape.

At day-light on the 19th, only four sail of their ships were to be seen. The British squadron at this time were not above a league astern of them, and not more than five leagues from Lagos in Portugal. There was now very little wind. About nine o'clock the Ocean ran among the breakers; and the other three ships came to an anchor. Admiral Boscawen sent the Intrepid and America to destroy the Ocean. Captain Pratten having anchored, could not get in; but Captain Kirk performed that service alone. As soon as the Ocean took the ground, she carried away all her masts, which had been much wounded in the action; and Captain Kirk bringing the America very close, fired some guns into her; upon which she struck. M. de la Clue, with one leg broke and the other wounded, having been landed about half an hour before; Captain Kirk sent some officers and men to take possession of the ship, and found M. le Comte de Carne, her Captain, and some officers and men, still on board. These were taken out; and, finding it impossible to bring off the ship, she was set on fire. Captain Bentley of the Warspight was ordered against the Temeraire of seventy-four guns, and brought her off very little damaged. Vice-Admiral Broderick, and his division, went against the other two ships, and brought off the Modeste of sixty-four guns, after an action of near half an hour. The Redoubtable of seventy-four guns, being bulged, and her officers and men having left her, they set her on fire. In this action, the enemy had a great number of men killed and wounded. On board the Centaur alone, the Captain and two hundred men were killed. The loss the British sustained, amounted only to fifty-six killed, and one hundred and ninety-six wounded, (See Note 143.) Among the former was Mr Caswell, a Midshipman of the Namur; and among the latter was Lieutenant Pascall, of the same ship.

The unfortunate M. de la Clue died of his wounds at Lagos. He wrote an account of the action to the French Ambassador at

Lisbon (See Note 145.), in which he complains bitterly of the cowardice of some of his Captains, who deserted him on the night of the 17th; and of the inattention of others to his signals. Many were of opinion, that had the French Squadron kept together in a well-formed line, their loss might not have proved so considerable as it did; at least the victory would not have been so easily gained as it was: in all probability it would have been very bloody, considering that Admiral Boscawen's fleet was but two sail of the line superior to M. de la Clue's.

The British, as well as the French Admiral, was not quite well pleased with the behaviour of all his Captains; some of whom, he thought, did not make sail enough to get up with the van of the enemy's fleet, which the Admiral wished they should attack, in order to retard their flight until the rest of the Squadron should be able to join in the action. Others, through mismanagement, he thought, had allowed their ships to fall to leeward, after they had engaged the enemy some time, and therefore could not properly get into action again. But great allowance ought to be made for this; for just as the British ships came up with the enemy's rear, the wind died away. They attacked the enemy on the lee side, in order that they might be able to open their lower ports, some of the ships carrying them very low. Another reason why some of the British ships fell so much to leeward, was, that the French Admiral, on perceiving Admiral Boscawen in the *Namur*, and some ships along with him, pressing forward to attack his van and centre, made his fleet luff up as much as they possibly could, so as to form a sort of crescent; by which position, the whole of his ships in their van and centre were enabled by their fire not only to assist the rear, but each other, in their endeavours to repel the attack which they looked for every moment from the British Admiral. By this manœuvre of M. de la Clue's, such of our ships as first got up with the enemy's rear, and to leeward of their line, were thrown out of action; while, for want of a sufficient breeze of wind, they could not get into it again. The *Portland*, having lost her fore top-mast, dropped astern. The *Intrepid* was to windward of the *Namur*; she did not bear down close

close enough, but kept aloof, and fired at the enemy across the other ships.

In this action Admiral Boscawen displayed the greatest courage and conduct, and, as far as lay in his power, exerted himself to take every ship of the enemy. The day after the battle, he was heard to say, "It is well, but it might have been a great deal better." The Admiral re-hoisted his flag on board of the *Namur*; and dispatched Captain Buckle, in the *Gibraltar*, to England, with letters, containing an account of his success. His Majesty gave Captain Buckle a most gracious reception, and was pleased to order him a present of 500*l.* to buy a sword.

As soon as the squadron had repaired their damages, Admiral Boscawen, agreeable to his instructions, sailed for England with the *Namur*, *Warspight*, *Swiftsure*, *Intrepid*, *America*, and *Portland*, and the *Salamander* and *Ætna* fireships, together with the *Temeraire* and *Modeste* prizes; which were soon after followed by the *Edgar*, *Princess Louisa*, and *Centaur* prize.

The command of the squadron once more devolved on Vice-Admiral Broderick, who, in conformity with his orders, repaired off the port of Cadiz, to block up part of M. de la Clue's fleet, which had taken shelter there.

His Majesty was highly pleased with the conduct of Admiral Boscawen, who was received by him, on his return, with great tokens of regard. The Admiral was, soon after, sworn a Member of the Most Honourable Privy Council, and appointed General of the Marine Forces, with a salary of 2000*l.* a-year. Captain Bentley of the *Warspight*, and Captain Stanhope of the *Swiftsure*, were knighted. The three prizes were purchased by Government, and added to the Royal Navy by the same names.

Vice-Admiral Broderick with his squadron (See Note 146.) blocked up the French ships in Cadiz with the greatest care. But on the 9th of November, he was overtaken by a terrible storm, in which the squadron was in the greatest danger of being wrecked, the *Newark* and *Culloden* were obliged to cut away all their masts, and run into Cadiz. The Admiral's ship received so much damage, that it was found necessary to send her

her to Gibraltar to refit. He then hoisted his flag on board the Conqueror; and, with the remainder of his fleet, continued to cruize before that port. The enemy, although now superior in point of strength, would not come out and venture a battle. Their situation at Cadiz was far from being agreeable, the Spaniards making them the subjects of severe pasquinades*. They were at last relieved from their sufferings by another great storm, which forced the Vice-Admiral from his station, and compelled him, much against his inclination, to return to Gibraltar. Finding the coast clear, they ventured out, and got safe back to Toulon.

The Vice-Admiral, during his cruize off Cadiz, took two French ships of great value from the West Indies; and the other cruising vessels on this station had likewise considerable success. On the 14th of April, the Thetis and Favourite sloop, took a French ship from Martinico, valued at 7000l.; and the day following, they gave chase to two sail. The Favourite did not get up with the one she chased till six o'clock the next morning: nor would she have been able to reach her, but that it fortunately fell calm: so that the Favourite, with the help of her oars, got close along-side the enemy; when a most desperate engagement commenced, which lasted two hours and a half. The vessel surrendered, and proved to be the Valeur, from St Domingo, with a very valuable cargo on board. Her force was greatly superior to the Favourite, she having twenty nine-pounders, and four twelve-pounders, and one hundred and ten men; whereas the sloop had only sixteen six-pounders, and four three-pounders, and the same number of men. The enemy expected the Favourite would attack them on the larboard side, and made preparations accordingly: this being perceived by Captain Edwards, he attacked them on the starboard side, which threw them into such confusion, that they never recovered from it during the action. Too much praise could not be given to Captain Timothy Edwards for his bravery on this occasion; and

* One of these was an advertisement, fixed on the most public spot in the market-place, and on the dock-gates—"To be sold, eight French ships of war. For further particulars, enquire of Vice-Admiral Broderick."

and so sensible was Admiral Boscawen of his great merit, that when the *Valeur* was purchased by Government, made a post ship, and put in commission, he bestowed on him the command of her. In the action, the *Valeur* had thirteen men killed, and nine wounded. Her cargo consisted of sugar, coffee, and indigo. The *Favourite* had only seven men wounded; but suffered much in her hull, masts, yards, and rigging.

On the 1st of May, the *Glasgow*, commanded by Captain Wilkinson, fell in with *L'Oiseau*, a French frigate of twenty-six guns, and engaged her very smartly for some time: but the enemy directing their fire chiefly at the *Glasgow's* rigging, which they damaged very much, they set all the sail they could crowd, and by that means escaped into Port St Pierre, in the island of Sardinia, after losing a great many men in the action. The *Glasgow* had one man killed, and ten wounded.

The *Tartar's Prize*, Captain Baillie, in the month of April, after an obstinate engagement, took a large French ship of thirty-six guns, and carried her into Cagliari. She afterwards, on her voyage back to Gibraltar, having some ships under convoy, unfortunately started a plank; and, notwithstanding every effort, she sunk. The Captain and crew were saved.

TRANSACTIONS AT AND NEAR HOME.

OWING to the mighty and continued threats of the enemy, their ports and coasts were so well watched, that they did not carry on their immense preparations unperceived. During the winter and spring months, many cruizing ships were sent to keep a sharp look-out, off all their principal sea-ports. These were fortunate enough to pick up a great number of neutral vessels, which were proceeding to supply them with all sorts of naval and military stores. The French asserted at every court in Europe, that, from the powerful squadrons which England had sent to different parts of the world, she would not be able to have a fleet in the channel this year equal to what they had at Brest. Greatly, however, were the French Ministry astonish-

ed, when they learned, that Sir Edward Hawke, with a fleet of twenty-five sail of the line and many frigates, (See Note 147.), had taken his station off that port the beginning of June. While the Admiral kept cruizing at some leagues distance with his fleet, he detached the Honourable Captain Hervey in the *Monmouth*, and some smaller ships of war, to anchor close to the harbour's mouth; so that, while he could observe all their motions within, he intercepted every vessel which endeavoured to enter it. As the French designed to make their principal embarkation of troops at Vannes in Lower Brittany, they had assembled a great number of transport vessels in the Morbian; but to prevent them from stirring, Sir Edward Hawke detached Captain Reynolds in the *Firm*, having under his command three ships of fifty guns, seven frigates and a fire-ship, with orders to watch their motions. This blockade continued all the summer; and, when the *Firm* grew so foul as to render it necessary for her to go to England to refit, Captain Duff, of the *Rocheſter*, relieved Captain Reynolds. (See Note 148.)

The *Achilles*, Captain Barrington, for some time composed a part of this little squadron, and was very active on this station. In the month of September, some French vessels making for the Morbian, were chased into a bay near the entrance of that harbour. It being resolved to attempt to cut them out or destroy them, a pilot undertook to conduct in the ships: but not having a sufficient knowledge of the coast, the *Achilles*, which was the leading ship on this service, in going into the bay, ran on a sunken rock with great force, and made so much water that it was imagined the crew could not prevent her from sinking. By superior skill and good seamanship, however, she was conducted to Plymouth. Admiral Hawke ordered two frigates to keep close by her, to be ready to save the crew, and to afford all the assistance in their power. When the *Achilles* got into the Sound, she hoisted the signal of distress, whereupon a number of boats full of men were immediately sent off to her; and, by the time she got up the Hamoaze, was completely unrigged, and her guns taken out. Still all the pumps were obliged to be kept at work, as they had more difficulty to keep the ship up than ever;

ever; at last after much labour she was got into dock. When left dry, a large hole was found in her bottom; which, it was supposed, had been occasioned by a piece of rock that had stuck in it, but which had fallen out when she was unrigging. This accident deprived Captain Barrington of a share of the laurels gained on the 20th of November.

As Havre de Grace was the port from whence the enemy planned a second debarkation of troops; and as the distance from England was but short, they designed to transport their armament in flat-bottomed boats of a particular construction, and which they called Prames*. They had formed at that place large magazines of materials for building a great number of these vessels; a work they had been employed in for several months. A great many of these prames were already built; many more on the stocks; and, in short, they were making such advances in this scheme, as excited the attention of our Ministry, who determined to send a squadron, attended by a fleet of bomb-ketches, to endeavour to destroy these vessels and magazines by means of a bombardment. The place having been well reconnoitred by engineers, they gave it as their opinion, that the thing was practicable. Accordingly, Rear-Admiral Rodney was sent with a squadron on this service (See Note 149.); and, in a letter to the Secretary of the Admiralty, he gave the following account of his success:

“ Achilles, off Havre de Grace, July 6th 1759.

“ SIR,

“ His Majesty’s ships and bombs under my command sailed from St Helen’s in the morning of the 2d instant, and with a favourable wind and moderate weather, anchored the day following in the great road of Havre; where, having made the dispositions to put their Lordships orders in execution,

x 2

“ the

* These prames or flat-bottomed boats, are about one hundred feet long, twenty-four broad, and ten deep; have a deck, and carry two pieces of cannon; have one mast, and are constructed to use their sails or oars as occasion may require. Some will carry three hundred men with their baggage; others fifty cavalry complete.

“ the bombs proceeded to place themselves in the narrow channel of the river leading to Honfleur, it being the most proper and only place to do execution from. About seven in the evening, two of the bombs were stationed, as were all the rest early next morning, and continued to bombard for fifty-two hours, without intermission, with such success, that the town was several times in flames, and their magazines of stores for the flat-bottomed boats, burnt with great fury for upwards of six hours, notwithstanding the continual efforts of several hundred men to extinguish it. Many of the boats were overturned and damaged by the explosion of the shells. During the attack, the enemy's troops appeared very numerous, were continually erecting new batteries, and throwing up intrenchments. Their consternation was so great, that all the inhabitants forsook the town.

“ Notwithstanding this smart bombardment, I have the pleasure to acquaint you, that the damage done us by the enemy, has been very inconsiderable, though numbers of their shot and shells fell, and burst among the Bombs and boats. I am,” &c.

On this occasion, nineteen hundred shells were thrown, and one thousand one hundred and fifty carcasses. The mortars, from the long and quick firing, were rendered quite unserviceable. The enemy's loss was very considerable, many of their flat-boats being burnt, and others so greatly damaged, that it would require a length of time to have them properly repaired. Although several of their principal magazines were consumed; yet the enemy boasted that they would soon be able to put their vessels in as good a condition as before the bombardment, and did not relinquish their scheme of invading Great Britain. Rear-Admiral Rodney, with a squadron of frigates, kept watching their motions here the remainder of this year, making many prizes of neutral ships going to Havre de Grace with naval and military stores.

Sir Edward Hawke continued with unremitting activity to cruise off Brest, and occasionally detached small squadrons to
scour

scour the enemy's coasts ; so that they were forced to keep all the war ships in their harbours ; and of the merchant ships which ventured out, most of them fell into the hands of the British. The Admiral detached Captain Keppel with a small squadron to Basque road, to attack any ships the enemy might have there, or at the Isle of Aix ; but not finding any, he rejoined the fleet. His Royal Highness Prince Edward, served part of the summer as a Midshipman on board the *Magnanime* ; but, being appointed Captain of the *Phoenix*, he returned to England to join his ship. Captain Hervey still kept his station close to the mouth of the harbour of Brest, in sight of the French fleet, which he frequently insulted by taking some vessel in their view. Having, on the 1st of July, cut out some neutral vessels in Cameret-bay, which were laden with naval stores, M. de Conflans determined to drive him from his post. Accordingly, on the following day, the enemy sent out four ships of the line to attack him ; the French fleet, at the same time, appearing ready to second the attack in case of need. Captain Hervey's force seldom exceeded two ships of the line, with a few frigates and sloops. Notwithstanding the enemy's superiority, he disdained to fly ; but, with the utmost undaunted courage, slipped his cable, and went to meet them half-way ; on which they tacked about and made off. He pursued, and came so near their sternmost ship, as to be able to bring on a short action ; but having only a little way to go before she was under the protection of numberless batteries of heavy cannon, the Captain was obliged to desist from the pursuit, and return to his old station. The cannonade brought Sir Edward and his fleet to Captain Hervey's assistance ; which circumstance induced M. de Conflans to furl his topsails, and re-moor his squadron. It was afterwards learned, that had the four ships succeeded either in taking Captain Hervey, or in driving him from his station, they were then to have sailed to the Morbion, and to have attacked our little squadron there, which they made certain of crushing ; after which they were to have escorted the French army, which was ready to embark on board the transports to their destination.

Soon after this exploit, Captain Hervey, with the boats of his little squadron, assisted by the Pallas frigate, cut out four Swedish ships from under a strong battery, at the entrance of Brest harbour. These vessels were laden with naval stores for the French fleet.

On the 15th of September, he landed his marines and a few seamen on the little island of Molines, and laid the inhabitants under contribution of a few cattle, some other fresh stock, and some vegetables. The priest of the place made strong representations in behalf of his parishioners, who, he assured Captain Hervey, were wretchedly poor; and begged of him to desist from his demand. Captain Hervey replied to him, "That he was sorry to distress the poor inhabitants: But, " what he now did, was to show the enemy, and all Europe, " that the French could not protect their people in their own " fight, much less dare the invasion of England."

On the 28th of September, Captain Hervey went in his own barge, attended by four others, into a small bay near the entrance of Brest harbour, where he boarded and cut out *Le Mercure*, a tender belonging to M. de Conflans, of four guns. In towing her off, they were exposed to very great danger, being fired at from a number of batteries, both of cannon and mortars, besides musketry from a numerous body of troops drawn up along shore. The Captain, to reward the brave fellows who accompanied him on this service, generously gave up his share of the prize and head-money to them. The *Monmouth* now becoming very foul and leaky, Captain Hervey was reluctantly obliged to quit his station, where he had acquired great applause for his vigilance and bravery, and returned to England; by which he was deprived of his share of the laurels which the fleet earned on the 20th of November.

The tempestuous season now coming on, the French, so far from being deterred from prosecuting their scheme of an invasion, hoped to be the better able to carry it into execution; well knowing, that it was not always possible for our fleet at such a time to keep the sea. They intended, therefore, the moment the coast was clear, to come out; in hopes of being
able

able to carry their point before the British fleet could come up with them to disconcert their project.

A violent gale of wind forced Sir Edward Hawke from his station into Torbay, on the 9th of November. This gale saved M. de Bompard and his squadron, who must otherwise have fallen in with the British fleet. Contrary to his expectations, he arrived safe in Brest. His fleet was immediately stripped of its men, which proved a timely recruit to that of M. de Conflans. The *Ramillies*, the ship in which Sir Edward Hawke had his flag all the summer, was now so foul and leaky, that that she was obliged to return to port to refit: he therefore hoisted his flag on board of the *Royal George*.

The safe arrival of M. de Bompard, convinced M. de Conflans that the British fleet had been forced from their station: he therefore ventured to leave his asylum on the 14th. Sir Edward Hawke the same day put to sea from Torbay; and on the 15th, was informed by Captain M'Cleverty of the *Gibraltar**, that the Brest fleet were sailed, and that they had been seen twenty-four leagues N. W. of the island of Belleisle, steering S. E. This news was received with great joy, and every ship prepared for action. Sir Edward Hawke made for Quiberon-bay with a press of sail, rightly judging that M. de Conflans would steer for that place, in order to liberate the fleet of transports which Commodore Duff kept closely blocked up in the Morbion. But in this design he was frequently thwarted by contrary winds, which drove him considerably to the westward. This was an inexpressible mortification to men panting for action, who had long blocked up the French squadron, and had reason to be apprehensive, now that they had ventured out, that they might escape them at sea, or perhaps gain some other port, where the toil of watching them would be renewed.

On the 19th, the wind at last became fair; when Sir Ed-

x 4

ward

* It is not a little remarkable, that the same Captain, in the same ship, should in the same year discover two strong fleets of the enemy, and that by his means both of them should have been defeated, viz. M. de la Clue in the Mediterranean, and M. de Conflans.

ward Hawke ordered the Maidstone and Coventry frigates ahead of the fleet, the one on the starboard, and the other on the larboard bow. Early in the morning of the 20th, he ordered the Magnanime ahead to make the land. About half an hour after eight, the Maidstone made the signal for seeing a fleet; and, soon thereafter, the Magnanime made the signal that they were enemies. Sir Edward Hawke immediately made the signal for a line-of-battle abreast, in order to draw the ships that were astern up with him; and soon afterwards, he made the signal for the seven ships nearest the enemy to chase, draw into a line-of-battle ahead, and to endeavour to stop them, until the rest of the squadron could get up, hoping by this means to bring on a general engagement. When the Maidstone first got sight of the enemy's fleet, they were in chase of Commodore Duff's squadron, which they would soon have overpowered.

On their discovering Sir Edward Hawke's fleet, they fell into great confusion, but seemed at last to come to a determination to fight. They recalled their ships that were in chase of Commodore Duff's squadron, and endeavoured to form a line. Every one thought, from the equality of the two squadrons, the battle would be long and bloody; yet in all the British fleet, there was not a sailor but reckoned on victory. The disposition of the enemy was of great service to us, as, while they were forming their line, our ships approached them fast. When nearly up with them, M. de Conflans seemed to have changed his plan of operations; and instead of waiting to engage the British fleet, he made off. They were then near their own coast, with the dangers of which they were well acquainted, and at the same time knew how to avoid them. Perhaps M. de Conflans imagined, that getting the British fleet to follow his among the rocks and shoals with which the shore abounds, and of which we were in a great measure ignorant, was the best and surest expedient he could fall upon to defeat it, especially as the weather was tempestuous, and the day almost at the shortest. The enemy endeavoured to keep their
fleet

fleet together, and steered right before the wind for the shore, which was not more than four leagues to leeward.

At two o'clock, they began to fire at our headmost ships; and about half an hour afterwards, the Warspight and Dorsetshire being close up with the enemy's rear, Sir Edward Hawke made the signal for engaging. Soon after the *Revenge*, *Magnanime*, *Torbay*, *Montague*, *Resolution*, *Swiftsure*, and *Defiance*, came into action. The battle now raged with great fury. The *Formidable*, in which was M. du Verger, the French Rear-Admiral, was attacked by the *Resolution*, when, after sustaining a severe cannonade from her, and a broadside or two from every British ship as they passed, the *Formidable* struck about four o'clock. Captain Speke sent his boats and took possession of her. The loss of men on board the *Formidable* was dreadful; M. du Verger, and upwards of two hundred men, being killed. Meanwhile, the Admiral, Vice-Admiral, and all the ships in the rear, used every means in their power to get into action. The *Thésée* sustained a warm action with the *Magnanime*; but the latter being disabled, by one of our ships running foul of her, she fell astern. The *Thésée* was then attacked by the *Torbay*, Captain Keppel, the former of which soon after went to the bottom. This melancholy accident happened through a piece of self-pride of her Captain, who had ordered his lower tier of guns to be run out when he first engaged with the *Magnanime*; and soon after he began to engage the *Torbay*, a heavy squall of wind came on. Having omitted to order his lower ports to be shut, and the pilot informing him, that the vessel was by this means shipping a great deal of water; he was piqued at being taught his duty, persisted in keeping the ports open, and soon after, the *Thésée* sunk. Of a crew which consisted of eight hundred men, only twenty were saved; these were picked up the next morning by the British from the topmasts of the wreck, which appeared above water. Before this accident, her Captain, M. de Kerfaint, was esteemed a good officer. Owing to the same cause, the *Torbay* was in the greatest danger of a similar fate; when Captain Keppel, by superior seamanship, and ordering
the

the lower ports to be shut, saved the ship; but a great deal of the Torbay's powder was spoiled, which obliged Captain Koppel to order his men, when they were going to engage the *Thésée*, not to throw away a shot. Soon after this, the enemy's ship the *Superbe* went to the bottom, supposed to have perished from the same cause which proved fatal to the *Thésée*.

Sir Edward Hawke was extremely anxious to get along-side of the *Soleil-Royal*, on board of which was M. de Conflans; but the French Admiral, not relishing such a potent antagonist, kept going off, leaving the rear of his fleet engaged.—Lord Howe in the *Magnanime*, soon got closely engaged with the unfortunate *Thésée*; when the *Warpight* eagerly pushing on, in order to stop the enemy's van from getting off, ran foul of his ship. The *Magnanime* and *Warpight* were soon separated, without sustaining much damage from each other. His Lordship then renewed the attack of the *Thésée*, when being again run foul of by the *Montague*, the foreyard of his ship was carried away. The enemy's ship made off; and, before the two vessels could get clear of each other, she was out of reach, to the great grief of Lord Howe, who was heard to exclaim, that by this unlucky disaster, they would lose their share of the glory of the day. But observing the French *Héros* to leeward, and somewhat disabled, he bore down so close upon her, that, in ranging along-side, he carried away the fluke of one of his anchors. He attacked this ship with the greatest bravery, and soon compelled her to strike. She came to an anchor; but it blowing very hard, no boat could be sent on board of her: and her Captain run her ashore in the night, and landed his men. The British ships had now got well up with the enemy's fleet. The *Royal George* was in the centre firing at every ship within reach. The Vice-Admiral, *Mars*, *Hero*, &c. were all pushing hard to come in for a share of the glory of the day. A little before night, the enemy's fleet divided; and M. de Beaufremont, the French Vice-Admiral*, with the *Tonnant*, *Orient*, *Intrepide*, *Magnifique*, *Dauphin*
Royal

* This is taken from the journal of an officer of knowledge and experience.

Royal, Juste†, Dragon, Brilliant, and Bizarre, went off to the southward, within the Four-bank, supposed with a design to draw the British after them, in order to lead them on the bank. Sir Edward Hawke judged rightly in not pursuing them. The daylight was almost gone; and being on an enemy's coast, of which he was in a great measure ignorant, surrounded with islands, rocks, and shoals, no pilots on board, that would take charge of the ships, and, in addition to these, a lee shore, and stormy weather, he made the signal for the fleet to come to an anchor. Darkness alone saved the remainder of the enemy's fleet, and put an end to the action. A few hours more day light, and probably they would all have been taken or destroyed.

From a gross defect or impropriety in the night signals then in use, and which were established by the authority of the Admiralty, the very salutary measure adopted by Sir Edward Hawke, of bringing the fleet to an anchor at the time he did, might have been attended with the most fatal consequences, and might have proved the destruction of the victorious fleet of Britain. By these instructions, the signal to anchor by night was, two guns fired from the Admiral's ship, without lights, or other means being used by which they could be distinguished from any other guns firing at the same time. It is very obvious, therefore, that towards the conclusion of a battle, only terminated by the want of light, there must be firing on all sides; and that consequently, two guns fired from the Admiral's ship, could not, in such a situation, be distinguished as a signal. The obedience to such a confused order was such as might have been expected: only a few of the ships which were near the Admiral, knew any thing of his having anchored: the others either stood out to sea, or anchored on different places of the coast, as they were urged to that measure by necessity. From this divided state of the British fleet, it is evident, that had the French ships kept in a collective body, which they ought to have done, by following the route
of

† She was wrecked the next day at the mouth of the river Loire.

of M. de Beaufremont within the Four-bank, they might have attacked the few ships which remained at anchor near Admiral Hawke, in the morning of the 21st, with such superior force as must have given them a decisive and complete victory.

These facts suggest some very serious and important reflections on the subject of signals; as, in this instance, they appear to be of so much consequence, that by a defect in them alone, Britain might have been exposed to an invasion, and France left mistress of the sea, notwithstanding the efforts of a skilful and gallant commander, seconded by the exertions of the most active and intrepid seamen embarked in a superior fleet. It perhaps may be matter of surprize to some of the inhabitants of this island to be informed, that the same signals are still in force, and continue to direct the evolutions of the British fleet*; and that they were formed during the last century. It may also appear strange, that among all the various improvements which have pervaded naval affairs since that time, no Lord High Admiral, or Board of Admiralty, have ever bestowed sufficient time in considering of a proper change in this part of the sea-service. If it proceeds from want of sufficient power in the Admiralty to make the alterations, so much wanted, no time ought to be lost in applying to Parliament to invest them with the necessary authority, so as to have the naval instructions thoroughly examined, and a new code drawn up containing the necessary alterations; which code should be inspected and approved of by a Court of Inquiry, consisting of the best informed naval officers. To some, this may appear trifling; but the first naval characters in the kingdom know it to be a matter of such moment to Britain, that on it the safety of her fleets, by night as well as day, and the proper management of them in time of battle or other danger, in a great measure depends.

The strong contrary winds which had baffled the British fleet when in pursuit of the enemy, likewise retarded the progress of M. de Conflans, and proved the means of saving the little squadron under the command of Commodore Duff, who first received

ed intelligence of the Brest fleet having put to sea, from Captain Nightingale of the Vengeance, on the morning of the 20th, and who luckily reached Quiberon before the enemy appeared. On entering the bay, he fired his guns as fast as possible. The Commodore knew the meaning of the firing; and immediately made the signal for his squadron to cut their cables. In a few minutes they were under way. He attempted to get out to sea by the north end of Belleisle; but, the wind shifting, the Belliqueux was the only ship of the squadron that could make off by that passage. He then tried to escape by the south end of the island; in doing of which, he was observed by M. de Conflans, who immediately made the signal to chase. The Chatham, sailing very badly, was almost within gun-shot of a French ship of seventy-four guns, when a man on the main-top-gallant-yard of the Rochester, called out that he saw a sail; and, presently after, that he saw a fleet *. They were soon discovered to be friends, on which Commodore Duff made the signal for his squadron to tack and chase the enemy. This unexpected manœuvre at first astonished the French; but presently discovering the cause, M. de Conflans recalled his chasing ships, which were now chased in turn by Commodore Duff's squadron, who, in the course of the day, joined Sir Edward Hawke, and was very active in contributing to the enemy's defeat. The night of the 20th proved extremely dark and boisterous, and during it, many guns of distress were heard; but, whether fired by friends or foes, the roughness of the sea prevented any assistance being sent them by boats. In the morning of the 21st, the scene which presented itself was terrible. The Resolution was ashore and wrecked; also the French Heros † on the Fourbank.

* When the fleet were discovered to be friends, the joy on board the Rochester was so great, that they gave three cheers; and scarce a man but threw his hat overboard, as a sort of defiance to the enemy. The other ships of this little fleet followed the example set them by the Commodore's ship.

† This ship had submitted to the Magranime, and come to an anchor; but in the night, her Captain ran her aground, and with her crew escaped on shore.— They were demanded as prisoners of war by Sir Edward Hawke. This brought on a curious correspondence between Sir Edward and the Duc d'Aiguillon, the Governor of Brittany. (See Note 152.)

bank. The *Soleil Royal* having, during the night, come to an anchor in the midst of our fleet, as soon as day-light enabled her to see her situation, she slipped her cable, and endeavoured to make off, but got ashore near to the town of Croisie, where she was lost. As soon as she was observed to be in motion, Sir Edward Hawke made the signal for the *Effex* to slip and pursue her, which was immediately obeyed; but, in the pursuit, she unfortunately got on the Four-bank, and was wrecked. When the French Vice-Admiral went off to the southward with a part of their fleet, the *Glorieux*, *Robuste*, *Northumberland*, *Inflexible*, *Eveill  *, *Sphinx*, *Solitaire*, *Vestale*, *Aigrette*, *Calipse*, and *Le Prince Noir*, stood to the northward, and retired to the mouth of the river *Vilaine*, (See Note 150.); where, by taking out the guns, stores, &c. and lightening the ships as much as possible, they, on the 21st, by taking advantage of the flood-tide, and the wind under the land, got into that river, from whence several of them could never be brought out again. For this piece of service, M. Villars de la Brosse, the commanding officer of this squadron, was disgraced, and banished to the castle of Saumar. On the 22d, Sir Edward Hawke ordered the *Soleil Royal* and *Heros* to be set on fire.

Thus was this mighty and much boasted armament defeated and dispersed; in doing of which, the British loss was inconsiderable. The number of men killed in this action did not exceed fifty; and the wounded, about two hundred and fifty.—The only officer killed, was Lieutenant Price of the *Magnanime*: and the only one wounded, was Captain Baird of the *Defiance*, who had a finger shot off. The letter wrote by Sir Edward Hawke on this occasion to the Secretary of the Admiralty, gives so just and modest an account of this glorious engagement, and the reasons which induced him to run such prodigious risks in order to destroy so great a force of the enemy, that it would be unpardonable not to give that letter at full length, as it appeared in the *London Gazette*. (See Note 150.)

“ *Royal George, off Penris Point, November 24th 1759.*

“ SIR,

“ In my letter of the 17th by express, I desired you to ac-

“ quaint

“quaint their Lordships with my having received intelligence
“of eighteen sail of the line and three frigates of the Brest squa-
“dron being discovered about twenty-four leagues to N. W.
“of Belleisle, steering to the eastward ; all the prisoners, how-
“ever, agree, that on the day we chased them, their squadron
“consisted of four ships of eighty, six of seventy-four, three of
“seventy, eight of sixty-four, one frigate of thirty-six, one of
“thirty-four, and one of sixteen guns, with a small vessel to
“look out. (See Note 150.) They sailed from Brest the 14th
“instant, the same day I sailed from Torbay. Concluding that
“their first rendezvous would be Quiberon, the instant I re-
“ceived the intelligence, I directed my course thither with a
“prest sail. At first, the wind blowing hard at S. by E. and
“S., drove us considerably to the westward. But, on the 18th
“and 19th, though variable, it proved more favourable. In
“the mean time, having been joined by the Maidstone and Co-
“ventry frigates, I directed their commanders to keep ahead of
“the squadron, one on the starboard, the other on the larboard-
“bow. At half past eight o’clock in the morning of the 20th,
“Belleisle by our reckoning bearing E. by N. a quarter N., the
“Maidstone made the signal for seeing a fleet. I immediately
“spread abroad the signal for a line abreast, in order to draw
“all the ships of the squadron up with me ; I had before sent
“the Magnanime ahead to make the land. At three quarters
“past nine, she made the signal for an enemy. Observing, on
“my discovering them, that they made off, I threw out the sig-
“nal for the seven ships nearest them to chase, and draw into a
“line of battle ahead of me, and endeavour to stop them till
“the rest of the squadron should come up, who were also to
“form as they chased, that no time might be lost in the pursuit.
“That morning they were in chase of the Rochester, Chatham,
“Portland, Falkland, Minerva, Vengeance, and Venus, all of
“which joined me about eleven o’clock ; and, in the evening,
“the Sapphire from Quiberon-bay. All the evening we had
“very fresh gales at N. W. and W. N. W. with heavy squalls.
“M. de Conflans kept going under such sail as all his squadron
“could carry, and, at the same time, keep together ; while we
“crowded

“crowded after him with every sail our ships could bear. At
“half past two P. M., the fire beginning ahead, I made the sig-
“nal for engaging. We were then to the southward of Belle-
“isle; and the French Admiral headmost, soon after led round
“the Cardinals while his rear was in action. About four o’-
“clock, the Formidable struck; and, a little after, the Thesée
“and Superbe were sunk. About five, the Heros struck, and
“came to an anchor; but it blowing hard, no boat could be
“sent on board her. Night was now come on, and being on a
“part of the coast, among islands and shoals, of which we were
“totally ignorant, without a pilot, as was the greatest part of
“the squadron, and blowing hard on a lee shore, I made the
“signal to anchor, and came to in fifteen fathom water, the
“island of Dumet bearing E. by N. between two and three
“miles, the Cardinals W. half S., and the steeples of Croizie
“S. E., as we found in the morning.

“In the night, we heard many guns of distress fired; but
“blowing hard, want of knowledge of the coast, and whether
“they were fired by a friend or an enemy, prevented all means
“of relief.

“By day-break, on the 21st, we discovered one of our ships
“dismasted ashore on the Four; the French Heros also, and
“the Soleil Royal, which under cover of the night had an-
“chored among us, cut and run ashore to the westward of
“Croizie. On the latter’s moving, I made the Essex’s signal to
“slip and pursue her; but she unfortunately got upon the Four,
“and both she and the Resolution are irrecoverably lost, not-
“withstanding we sent them all the assistance the weather
“would permit. About fourscore of the Resolution’s com-
“pany, in spite of the strong remonstrances of their Captain,
“made rafts, and with several French prisoners belonging to
“the Formidable, put off, and I am afraid drove out to sea.
“All the Essex’s are saved, (with as many of the stores as pos-
“sible), except one Lieutenant and a boat’s crew; who were
“drove on the French shore, and have not since been heard of.
“The remains of both ships are set on fire. We found the
“Dorsetshire, Revenge, and Defiance, in the night of the 20th,
“put

“ put out to sea ; as I hope the Swiftsure did, for she is still
“ missing. The Dorsetshire and Defiance returned next day,
“ and the latter saw the Revenge without. Thus what loss we
“ have sustained, has been owing to the weather, not the ene-
“ my ; seven or eight of whose line-of-battle ships got to sea, I
“ believe, the night of the action. As soon as it was broad day-
“ light in the morning of the 21st, I discovered seven or eight
“ of the enemy’s line of battle ships at anchor, between Point
“ Penris and the river Villaine ; on which I made the signal to
“ weigh, in order to work up and attack them ; but it blowed
“ so hard from the N. W., that, instead of daring to cast the
“ squadron loose, I was obliged to strike top-gallant-masts.
“ Most of those ships appeared to be aground at low water ; but
“ on the flood, by lightening them, and the advantage of the
“ wind under the land, all, except two, got that night into the
“ river Villaine.

“ The weather being moderate on the 22d, I sent the Port-
“ land, Chatham, and Vengeance, to destroy the Soleil Royal
“ and Heros. The French, on the approach of our ships, set
“ the first on fire ; and, soon after, the latter met with the same
“ fate from our people. In the mean time, I got under way,
“ and worked up within Penris Point, as well for the sake of
“ its being a safer road, as to destroy, if possible, the two ships
“ of the enemy which lay without the Villaine ; but before the
“ ships I had sent ahead for that purpose could get near them,
“ being quite light, and with the tide of flood, they got in.

“ All the 23d, we were employed reconnoitring the entrance
“ of the river, which is very narrow ; and only twelve feet wa-
“ ter on the bar, at low water. We discovered seven or eight
“ line of battle ships about half a mile within, quite light, and
“ two frigates moored across to defend the entrance of the ri-
“ ver. Only the frigates appeared to have guns in. By even-
“ ing, I had twelve long-boats fitted as fire-ships, ready to at-
“ tempt burning them, under cover of the Sapphire and Coven-
“ try ; but the weather being bad, and the wind contrary, oblig-
“ ed me to defer it, till at least the latter should prove more fa-

“vourable. If they can by any means be destroyed, it shall be
“done.

“In attacking a flying enemy, it was impossible, in the space
“of a short winter’s day, that all our ships should be able to get
“into action, or all those of the enemy brought to it. The
“Commanders and companies of such as did come up with the
“rear of the French on the 20th, behaved with the greatest in-
“trepidity, and gave the strongest proofs of a true British spirit.
“In the same manner, I am satisfied, would those have acquit-
“ted themselves, whose bad going ships, or the distance they
“were at in the morning, prevented from getting up. Our loss
“by the enemy is not considerable; for in the ships which are
“now with me, I find only one Lieutenant and thirty-nine sea-
“men and marines killed, and about two hundred and two
“wounded. When I consider the season of the year, the hard
“gales of wind on the day of action, a flying enemy, the short-
“ness of the day, and the coast we were on; I can boldly af-
“firm, that, all that could possibly be done, has been done.
“As to the loss we have sustained, let it be placed to the ac-
“count of the necessity I was under, of running all risks to
“break this strong force of the enemy. Had we had two hours
“more day-light, the whole had been totally destroyed or taken,
“for we were almost up with their van when night overtook us.

“Yesterday came in here the Pallas, Fortune sloop, and Pro-
“serpine fire-ship. On the 16th, I had dispatched the Fortune
“to Quiberon, with directions to Captain Duff to keep strictly
“on his guard. In the way thither, she fell in with the Hebé,
“a French frigate of forty guns, under jury-masts, and fought
“her several hours. During the engagement, Lieutenant
“Stuart, second of the Ramillies, whom I had appointed to
“command her, was unfortunately killed: the surviving officers,
“on consulting together, resolved to leave her, as she proved too
“strong for them. I have detached Captain Young (See Note
“153.), to Quiberon-bay with five ships, and am making up a
“flying-squadron, to scour the coast to the Isle of Aix, (See
“Note 154.), and, if practicable, to attempt any of the enemy’s
“ships that may be there. I am, &c. ED. HAWKE.”

When

When it became publicly known that the French fleet had sailed from Brest, the whole kingdom were in a ferment, and anxious for the event. Yet great as was the cause for this alarm, it was far from producing dismay, hurry or confusion. The Minister took every precaution to make the people easy: his measures for defence were cool and vigorous. Rear-Admiral Geary was immediately detached with a strong reinforcement of ships to Sir Edward Hawke, (See Note 150.); but he was not so fortunate as to join him before the overthrow of M. de Conflans. Every ship of war capable of putting to sea, those just arrived from the West Indies, North America and the Mediterranean, not excepted, were ordered to be ready at a moment's warning. In short, had the enemy given the slip to Sir Edward Hawke at sea, Administration took such steps, as would soon have convinced them, that Britain still possessed another fleet sufficiently strong to defeat their ambitious projects of an invasion. Indeed, such a truly patriotic spirit diffused itself throughout the British officers, that each seemed to express an ardent desire to distinguish himself in the service of his country; the greatest alacrity was displayed; every one, without waiting for orders, proffered his assistance where he thought it was most wanted; well knowing, that at such a critical time, a moment's delay might have defeated their generous intentions: add to this, such an universal harmony pervaded every department, as must infallibly have crowned our endeavours with success. What stronger instance can be given of this, than in the conduct of Vice-Admiral Saunders? who being in the chops of the channel on his return from the conquest of Quebec, there learned that the Brest fleet were sailed, and that Sir Edward Hawke was gone in pursuit of them. He had only three ships of the line with him, yet he considered that even this trifling addition might be of service in attacking so great a force as that under M. de Conflans; and judging, too, that the exigency of the case was a sufficient reason for him to proceed, without orders, directly to join Sir Edward Hawke, he accordingly steered his course for Quiberon, with every sail he could set. On board the Admiral's ship, was Brigadier-General (now Marquis)

Townshend. He, like Admiral Saunders, was fired with a love of his country; and, forgetting the toils and dangers of a long and a severe campaign, he resolved to accompany his companion in victory, in hopes of sharing together in the glory of triumphing over the enemy in Europe, as they had done in America. Nothing could be more laudable than such a conduct; and it is to be lamented that fortune did not second their generous intentions, and permit them to add a sprig of the laurel so nobly earned by Sir Edward Hawke, to the wreath which they had acquired by their victories at Quebec. It was some days after the action before they heard of it; on which Admiral Saunders steered for England.

Every Captain, on learning that the Brest fleet had failed, and that Sir Edward Hawke was in pursuit of it, hastened to Quiberon-bay, in hopes of having a share in defeating the enemy; but the Admiral used too much dispatch for them to enjoy that satisfaction. The Fame, Belliqueux, and Southampton, joined him a day or two after the battle. On the 26th, Sir Edward Hawke sent Commodore Young with a squadron to anchor in Quiberon-bay, (See Note 152.); and, on the 28th, he detached the Honourable Augustus Keppel with a squadron to Basque-road, to attack such of the enemy's fleet as he might find there: but before he could reach that place, M. de Beau-fremont, apprehensive of such a visit, had got all his guns out, and retired up the river Charente, where our ships had not sufficient depth of water to follow him; whereupon Captain Keppel rejoined the Admiral. (See Note 153.)

Sir Edward Hawke dispatched Captain Campbell with the glorious and welcome tidings of the discomfiture of the French fleet. The joy of the nation at this event, was great beyond description. Bonfires, illuminations, and every demonstration of joy, were exhibited from end to end of the kingdom. The King gave Captain Campbell a most gracious reception, and ordered him a present of 500*l.* to buy a sword.

By this glorious victory, all the ambitious projects of France for the invasion of the British dominion, vanished into smoke: and they were compelled to give up a plan, from the success of which

which they expected to repair all the losses they had sustained during the war. Nor did their misfortunes end here; their finances failed them, and they were obliged to stop payment on a variety of their funds, which so much affected their public credit, that they were now forced to give great premiums to obtain money to carry on the war. In order to keep up the spirits of the people, the French Ministry published M. de Conflans' letter, giving an account of the sea-fight on the 20th of November, (See Note 151.); a performance most artfully calculated to deceive them. But they could not so easily blind the eyes of all Europe, who beheld them dismantling and paying off their ships in the river Vilaine, and dragging their flat-bottomed boats, now almost a term of ridicule, up the Seine, so as to be out of the reach of our bomb-shells, and there to wait till a more favourable opportunity should present itself for their being employed with some probability of success.

Sir Edward Hawke continued to annoy the enemy on the coast of France very much; but, notwithstanding all his endeavours, he could not accomplish the destruction of the ships which had taken shelter in the river Villaine, (See Note 150.) these being removed some miles from its entrance, which the enemy had now so strongly fortified, as to render all attempts to destroy them by means of fire-ships, utterly impracticable. Time however effected what force was unequal to: for of all the ships of the line which got in there, only three could be brought out: the others, by frequently taking the ground, were rendered so totally unserviceable, that they were obliged to be broke up and sold.

Admiral Hawke sent Lord Howe ashore to the Duc d'Anguillon, with whom he settled an exchange of prisoners; and, soon after, sent Captain Ourry of the *Acteon* frigate, to endeavour to weigh the guns of the *Soleil Royal*. The enemy expecting this step, had erected some batteries of cannon at Croizie to defend them. Captain Ourry let them know, that if they fired on the people employed on this service, he would return the fire; but this threat had not the effect to make them desist. On this, Captain Ourry not only cannonaded the

place, but caused a bomb-ketch to throw some shells into the town of Croizie, which consumed a great part of it. The Duc d'Aiguillon remonstrated against these proceedings to Sir Edward Hawke; but he persisted in defending Captain Ourry's (See Note 154.) conduct; justly remarking that the people of Croizie had themselves to blame for what they suffered.

It redounded much to the credit of Administration, that, during the long time the fleet were blocking up the enemy in Brest, great care was taken to send them an ample supply of provisions, vegetables, and porter; but after the defeat of M. de Conflans, the winds proved so very adverse, that the good intentions of the Admiralty were thwarted; and instead of the usual supply, the men were obliged to be put on short allowance. This induced the sailors to think, that now the danger of an invasion was over, their friends in England had forgotten them*.

Sir Edward Hawke was relieved on this station, by Admiral Boscawen, and returned to England after an absence of ten months. He waited on the King on the 21st of January 1760, who received him with the most distinguished marks of favour, meeting him as he entered the presence chamber, and thanking him for the service he had done his country. Soon after, he had a pension on the Irish establishment of 2000*l.* a year for his own life, those of his sons, and the survivor of them†.

The

* This occasioned the following witty Impromptu.

Ere Hawke did bang
 Monsieur Conflans,
 You sent us beef and beer.
 Now Monsieur's beat,
 We've nought to eat,
 Since you have nought to fear.

† This illustrious seaman was, January 4th 1763, appointed Rear-Admiral of Great Britain; November 5th 1765, Vice-Admiral of Great Britain; and in December the same year, he was appointed first Lord of the Admiralty, which he resigned in 1771. In 1768, he was made Admiral and Commander in Chief of his Majesty's Fleet. He was created a Baron of the Kingdom of Great Britain, May 20th 1776; and on this occasion chose a very apt motto to his arms, viz. STRIKE. His Lordship departed this life, October 16th 1781.

The House of Commons unanimously voted their thanks to Admiral Boscawen, Vice-Admiral Saunders, Rear-Admirals Durell and Holmes ; to Generals Monckton, Townshend, and Murray ; and to Admiral Sir Edward Hawke. The Speaker, the first day that Admiral Hawke went to the House after his return home, addressed him as follows :

“ Sir Edward Hawke,—The House has unanimously resolved, that their thanks be given to you for the late signal victory obtained by you over the French fleet.

“ You are now, Sir, happily returned to your country, after a long but most important service, and returned victorious and triumphant, and full of honour. You meet the applause of your countrymen in their minds and hearts, and which they had manifested before, in all outward demonstrations of public joy and congratulation.

“ Your expedition was for the nearest and most affecting concern to us—the immediate defence of his Majesty’s kingdoms, against a disappointed and enraged enemy ; meditating, in their revenge, our destruction at once. Your trust, therefore, Sir, was of the highest nature ; but to which your characters of courage, fidelity, vigilance and abilities, were known to be equal. You soon freed us from fears ; and having answered all our hopes, that bravery and conduct could give, or turbulent seas and seasons admit of—even the last did not disturb or diminish your spirit and vigour. You have overawed the enemy in their ports—in their chief naval force ; till shame, perhaps, or desperation, brought them forth at last. You fought them ; subdued them ; and, in their confusion and dismay, made those, who would escape, to seek their security in flight and disgrace.

“ Thus, their long preparing invasion was then broken and dispelled ; and which cannot but bring to our remembrance, the design and the fate of another Armada, in a former age of glory, whose defeat was, at that time, the safety of England, and the lasting renown of the English navy.

“ These, Sir, are your late eminent services to your King

“ and country ; and have been now enumerated, not from any
“ imagination that they are unknown any where, or can ever
“ be forgotten ; but that your presence with us makes them
“ to rise, with their first strength, in our thoughts, as the re-
“ counting of them must give us a fresh spirit of joy in our ac-
“ knowledgements of them. Our acknowledgements, then,
“ Sir, you have, for these past services ; permit us to add
“ to our expectations too, of what may be your future merit,
“ in defence of the rights and honour of your country, where-
“ ever you shall again command.

“ It is a very pleasing office to me, to convey these thanks of
“ the House to you ; and I do give you, in the name of the
“ Commons of Great Britain, their thanks, for the late signal
“ victory obtained by you over the French fleet.”

To the above elegant speech, Sir Edward Hawke made the following reply :

“ Mr Speaker,—I own myself greatly at a loss, as to the
“ proper manner of acknowledging the great honour conferred on me by this august House, in their distinguished approbation of my conduct on the 20th of November last. In doing my utmost, I only did my duty I owed to my King and country, which ever has been, and shall be my greatest ambition to perform faithfully and honestly, to the best of my ability. I can only assure this Honourable House, that I receive this great mark of honour with the greatest respect ; and I shall ever retain the most grateful sense of it.

“ Before I sit down, permit me, Sir, in particular to return you my most respectful thanks, for the very obliging manner in which you have communicated to me the great honour done me by this House, which I shall always esteem as the highest obligation.”

His Majesty, anxious to reward such officers as had distinguished themselves in the service of their country on this occasion, appointed Admiral Boscawen General of his Marine Forces,

Forces, with a salary of 2000*l.* a year; Vice-Admiral Saunders, Lieutenant-General of the same, with a salary of 1200*l.* a year; and the following Captains of the Navy, to be Colonels of the above corps, viz.

Sir Piercy Brett, Knt. at Portsmouth;

Honourable Augustus Keppel, at Plymouth; and

Richard Lord Viscount Howe, at Chatham: with a salary of 800*l.* a year each.

At Dunkirk, the French were extremely busy in fitting out a small squadron, commanded by M. Thurot, which was to escort a body of troops destined to second their grand plan of invading his Majesty's dominions. But a fleet under the command of Commodore Boys, (See Note 155.) kept them closely blocked up the whole summer. A violent gale of wind, however, in the beginning of November, forcing Commodore Boys from his station, M. Thurot seized the opportunity of slipping out, and steered northwards. As soon as the weather permitted, Commodore Boys followed him; but not being able to overtake him, he kept cruising on the coast of Scotland, to protect that part of the kingdom. In the mean time, a report was spread, that M. Thurot's design was against Yarmouth, or some of the large towns on the east coast of England. In order to prevent the execution of such a plan, Sir Piercy Brett was ordered from his command in the Downs, and with a small squadron (See Note 156.) to take his station in Yarmouth roads, to be ready at hand to move to the relief of any place which the enemy's fleet might threaten to attack. But as the destruction of M. Thurot's squadron appertains to another year, we will leave him to prosecute his voyage, and proceed to give a detail of the success of the cruising ships.

On the 21st of February, about seven in the morning, Rear-Admiral Holmes, in his way to North America, having sent the *Vestal* of thirty-two guns, commanded by Captain Samuel (now Lord) Hood, ahead of his squadron, the Captain made the signal for seeing a sail; and, soon after, that it was an enemy.

nemy. He immediately gave chase, and also made the signal to the Admiral, that he would be able to speak with the chase. Left the enemy should have proved too strong for Captain Hood, the Admiral dispatched the Trent of twenty-eight guns, commanded by Captain Lindsay, to his assistance. About two in the afternoon, the Vestal got close along-side of the enemy, and began a warm action, which continued without intermission till six in the evening, when she struck, and proved to be La Bellone of thirty-two guns, and two hundred and twenty men, commanded by the Comte de Beauhonnor. They had forty men killed, and a great many wounded; and when they surrendered, had only the fore-mast left standing, which soon after went by the board, it being much wounded, and no rigging left to support it. The Vestal had five men killed, and twenty-two wounded, and was so much disabled in her rigging that, immediately after the action, all her top-masts fell over the side: the lower masts must have gone likewise, had not the weather proved very favourable. Although the Trent was reckoned a very fine sailer, and began to chase very soon after the Vestal, yet she was full four miles astern when the enemy struck. The Bellone had escaped out of Fort-Royal bay, in the island of Martinico, in the night of the 16th of January, and had come through Commodore Moore's fleet. She was purchased by Government, and added to the Royal Navy, by the name of the Repulse.

The Windsor, Captain Samuel Faulknor, being on a cruise off the Rock of Lisbon, gave chase, on the 27th of March, to four large sail to leeward. On the approach of the Windsor, the enemy drew into a line-of-battle ahead, about a cable's length asunder, and remained in this position till she got up, and engaged the sternmost near an hour; when the three headmost ships set all the sail they could, and made off. On this, the Windsor's antagonist struck, and proved to be the Duc de Chartres, of twenty-four twelve pounders, but pierced for sixty guns, and two hundred and ninety-four men; of whom, twenty-eight were killed in the action, and eighteen wounded. The Windsor had only one man killed, and six wounded. The

cargo of the prize was very valuable ; it consisting of sixty tons of gun-powder, one hundred and fifty tons of cordage, besides flour, sail-cloth, wine, &c. She left Port L'Orient the 22d of March, in company with the other ships*, all of which were bound to India, where they were to be converted into ships of war.

His Majesty's ships the *Isis* of fifty guns, and *Æolus* of thirty-two guns, commanded by Captains Wheeler and Elliot, being on a cruize off the Isle of Dieu, on the 19th of March, got sight of four frigates, conveying a fleet of thirty coasting vessels: three of the frigates stood towards them, in order to protect their convoy. The *Isis* stood for the leewardmost, she appearing to be the Commodore, to prevent, if possible, any of the rest getting in with the land, it being a lee shore. But *Le Sauvage*, of thirty-two guns, the ship she stood for, made off before she got within gunshot of her. *La Blonde*, of thirty-two guns, came close along side the *Æolus*, under courses. An action immediately commenced, which lasted for a short time ; when the *Æolus* unluckily fell astern, owing to her having neither brace nor bowline left to fill the main-top-sail with, the only damage she had received in the action. The enemy seized the opportunity, set all her sail, and made off. They would soon have been overtaken, had not the third frigate interposed, by coming along-side of the *Æolus*, and engaging her : in a quarter of an hour, she was forced to strike her colours, and proved to be the *Mignone*, a frigate belonging to the King of France, mounting twenty guns, with a crew of one hundred and forty-three men, commanded by the Chevalier de Tur-

* FRENCH SHIPS that the WINDSOR fell in with.

SHIPS.	Tons.	Guns mounted	Guns pierced for.	No. of men.
Duc de Chartres,	1100	24	60	294 Taken.
Le Massiac,	1200	26	74	300
L'Indien,	1100	24	54	270
Le St Luc,	700	18	26	200
}				
Total,	4100	92	214	1064

Turfanville, who with thirty of his men were killed, and the second Captain and twenty-five men wounded. The Blonde with the greatest difficulty got off.

The Southampton and Melampe, Captains Gilchrist and Hotham, being on a cruize in the North Seas, gave chase, on the 28th of March, to two large sail. The latter being the best sailer, came up with them, and engaged both for upwards of three quarters of an hour, when the Southampton likewise came up; on which one of the French ships made off. The Melampe being by this time very much disabled in her sails and rigging, fell astern. A warm engagement then commenced between the Southampton and the other French ship: but the Melampe having got her rigging so far repaired as to be able to get into action again, the enemy, after an obstinate resistance, was obliged to strike. She proved to be the Danae, a frigate belonging to the King of France, of forty guns, and three hundred and thirty men. Her first and second Captain, with upwards of thirty men, were killed in the action, and a great number wounded. She was purchased by Government, and added to the Royal Navy by the same name. The Melampe had eight men killed, and twenty wounded. The Southampton had one man killed, and eight wounded. Among the latter was Captain Gilchrist, wounded by a pound ball in the shoulder, which quite disabled him from future service in the navy. In consideration of his misfortune, his Majesty was pleased to settle a pension of 300*l.* a year on him during life.

The Achilles, of sixty guns, the Honourable Captain Barrington, being on a cruize about sixty leagues to the westward of Cape Finisterre, on the 4th of April fell in with, and took, after an action of two hours, the Comte de St Florentine, a private ship of war, mounting sixty guns, with a crew of four hundred and eighty-three men, commanded by the Sieur de Montay. The enemy, in the action, had one hundred and sixteen men killed and wounded: the Captain was shot through the body, and died two days after the action. The ship was greatly damaged, having all her masts shot away. She proved a very valuable prize; had been on a cruize on the coast of Guinea,

Guinea, where she had a short engagement with his Majesty's ship the Harwich; after which she took some valuable prizes there; proceeded to the West Indies, where she had been very successful, and was on her return to France when taken; her cargo consisting of five hundred tons of merchandize, viz. elephants teeth, gold dust, &c. Her Captain had insured 20,000*l.* on his own account. She was purchased by Government, and added to the Royal Navy, by the name of the St Florentine. The Achilles had only two men killed, and twenty-two wounded in the action.

His Majesty's ships, Chatham, Venus, and Thames, commanded by Captains Lockhart, Harrison, and Colby, being on a cruize on the coast of France, on the 18th of May, early in the morning, gave chase to a sail in Hodiernne-bay, on the coast of Brittany. After two hours pursuit, it blowing fresh, the chase carried away her top-mast; soon after which, the Thames came up with her, and commenced a close engagement. The enemy made a very good defence, and did not strike until the Venus came up, and raked her fore and aft. She proved to be the Arethuse, a very fine frigate belonging to the King of France, bound to Brest from Rochefort; mounted thirty-two guns, but pierced for thirty-six, and had a crew of two hundred and seventy men, commanded by the Marquis de Vaudreuil. The enemy had sixty men killed and wounded. Being quite a new ship, and esteemed the finest of her rate in the French navy, she was purchased by Government, and added to the Royal Navy by the name of the Arethusa. In the action, the Thames had four men killed, and eleven wounded. The Venus had only five men wounded.

On the 10th of October, the Hercules, of seventy-four guns, Captain Porter, being on a cruize, fell in with a French ship of war of seventy-four guns, about eight in the morning, to which he gave chase. At first, the enemy bore down on the Hercules; and when Captain Porter thought he was within gun-shot, he hoisted his colours, hauled up his ports, and run out his guns. On this, the enemy immediately hauled their wind, and set their main-sail and stay-sails. Captain Porter pursued her with

all

all the sail he could crowd. As he came near her, she fired first her larboard, and then her starboard broadside, and then stood on again. About nine at night, the Hercules got up with her, and began to engage as fast as the guns could bear: but, in half an hour, an unlucky shot carried away the main-top-mast of the Hercules; an advantage the enemy immediately availed themselves of, and got away as fast as possible. Captain Porter continued the pursuit, until he saw the enemy enter Basque-road, about eight o'clock the next morning. It is probable, that this ship was *Le Guerrier*, one of the runaways of M. de la Clue's squadron. The Hercules had one man killed, and two wounded, one of whom was Captain Porter, who was much hurt by a grape-shot in the head.

His Majesty's frigates *Thames* and *Coventry*, commanded by Captains Colby and Burslem, being on a cruize in the chops of the Channel, in the month of February, about 100 leagues to the northward of Cape Finisterre, fell in with two French ships of war, viz. *La Palmier* of 74, and a frigate of 36 guns, on their voyage from the West Indies, to which they immediately gave chase, and came fast up with them; they conjecturing them from their appearance to be French East India ships, the sea running so high that the *Palmier* could not open her lower ports. On coming up with the enemy, an action immediately took place. The *Thames*, in pushing on to attack the frigate, had the good fortune to shoot away the *Palmier's* fore-top-mast. The action had not continued long, before Captain Colby found, from the enemy's weight of metal, that they were ships of war, and bore away in order to acquaint Captain Burslem of this; in doing of which, the *Thames* was nearly run down by the *Palmier*; being quite close, she fell on board of her, the enemy's bowsprit going over the *Thames's* top-sail. While in this desperate situation, Captain Colby kept up a well-directed fire, and raked the *Palmier* fore and aft, which threw them into great confusion; when, by the great exertions made on board the *Thames*, and the swell of the sea, she got clear with very little damage. The King's frigates finding the enemy's superiority too great for them, retired out of the reach of their guns, but

but kept the enemy's ships in sight all night. They had each of them five or six men killed, and as many wounded, in this short conflict. The sea growing some what calmer in the night, the *Palmier*, early next morning, opened one of her lower ports, and fired a shot at the *Coventry*, then at near two miles distance repairing her damages, which struck the gunwale of the ship, and wounded a man, on which the *Coventry* hauled a little farther off. The enemy, then, by way of defiance, hoisted their colours, with British colours over them; as much as to say, Come and take possession of your prize; and got up a new fore-top-mast with great speed. The British Captains persevered in the chace. In the day-time, the two frigates separated, the one on the starboard, and the other on the larboard bow of the enemy, whom they just kept in sight; all the while spreading the proper signal abroad, and firing guns, in hopes they would be discerned by some British ship of the line. At night, they drew close up with the enemy, into whose ships they frequently poured a broadside, and then made off. By this means they killed and wounded a great many of their men; and had certainly taken the largest ship, if the frigate had not been in company. They continued thus to harass them for many days, till they saw them enter *Brest*, not having been so fortunate as to meet with any of his Majesty's ships.

The *Anson* cutter having been taken in the Channel by a privateer of *Bayonne*, of much superior force, the enemy put twenty of their people on board, in order to navigate her to France. They left thirty of the cutter's crew on board of her, whom, for the more security, they kept in irons: but some of them contriving to get their irons off, they released the rest, jumped upon deck, and, having overpowered the Frenchmen, obliged them to navigate her into *Plymouth*.

The *Rippon*, Captain *Jekyll*, being on a cruize, took, after a chase of some hours, the *Chefine*, a French ship of five hundred tons burden, mounting twenty-two guns, and having a crew of one hundred men. She came from *Batiscan*, a port in the river *St Lawrence*, about twenty leagues above *Quebec*, which place she had passed in the night of the 24th of November,
along

along with some other vessels. It is remarkable, that after the *Chefine* was taken, she greatly outfailed the *Rippon*.

The following anecdote redounds much to the honour of the British Navy. His Majesty's ship *Argo*, of twenty-eight guns, commanded by Captain Tinker, composing one of Commodore Boys's squadron, was stationed off the port of Ostend, along with some cutters. The Captain sent a very polite message to the Governor of the place, saying, As the King his master was not at war with the House of Austria, he expected to be supplied with refreshments from Ostend, although it was garrisoned with French troops; otherwise he would make prize of every vessel belonging to the port, that should presume to come out of the harbour. No notice being taken of this message, he proceeded to put his threats in execution, and detained three fishing-boats. The Governor finding him in earnest, sent out a flag of truce, with a compliment, assuring him he would comply with his request; in consequence of which, the Captain received daily supplies from the shore. At this time, there was a French frigate of thirty guns in the harbour; the Captain of which was extremely galled to see this intercourse carried on. To prevent it, he sent Captain Tinker a message to this effect, "That if he would dismiss his cutters, and give him his honour" "that none of Commodore Boys's squadron should interpose in" "the contest, he would come out next day, and give him battle." Captain Tinker desired the messenger to tell the Captain of the French frigate, That he would dismiss his cutters, and not only give his word, but even send an officer as an hostage for the performance; that he should not be assisted by any ship of the Commodore's squadron, which then lay seven or eight leagues to leeward; but that he would engage him singly at a minute's warning. Captain Tinker had his ship ready for action next morning, weighed anchor, and, with colours flying, stood towards the harbour's mouth, where he brought-to with his courses clewed up, and main-top-sail to the mast. In this posture he lay as long as the tide would permit him, close to the fortifications, in sight of all the French officers, who were assembled to see the combat. But Monsieur did not choose to keep his appointment, although it was of his own making.

A LIST of FRENCH-PRIVATEERS taken, and by whom, in 1759.

PRIVATEERS NAMES	Number of		Belonged to	Number of		By whom taken.	Number of		COMMANDERS.	Number of		How disposed of.
	Guns	Men		Kill	W ^o .		Guns	Men		Kill.	W ^o .	
Machault	24	240	Granville	0	0	Juno	32	220	J. Phillips	0	0	Sold to the Merchants.
Marquis de Barail	14	184	Dunkirk	0	0	Deptford	50	350	J. Holwell	0	0	
Marquis de Durat	16	200		0	0	Brilliant	36	240	Ja. Logie	0	0	Ditto
Marquis de Marigny	20	200	Granville	0	0	Montagu	60	400	Jof. Rowley	0	0	Ditto
Moras	22	202	St Malo	0	0	Unicorn	28	200	Tho. Graves	0	0	Ditto
Bafque	22	210	Bayonne	0	0	Brilliant	36	240	J. Lendrick	0	0	Ditto
La Comteffe de la Serre	22	187	St Malo	26	15	Adventure	32	220	M. Moore	0	2	Ditto
Vernudian	16	124	Bayonne	0	0	Flamborough	28	200	A. Kennedy	0	0	Ditto
Entreprenant	8	52	Dunkirk	0	0	Richmond	32	220	T. Halkerton	0	0	Ditto
La Morech	8	80	Hav. de Gra.	0	0	Thames	32	220	S. Colby	0	0	Ditto
Carillonneur	8	62	Dunkirk	0	0	Coventry	28	200	J. Burtlem	0	0	
Difpatch	10	52	Morlaix	0	0	Rochester	50	350	R. Duff	0	0	Ditto
Le Vieux	8	36	Dunkirk	0	0	Diligence	14	100	T. Eastwood	0	0	Ditto
Marillon	8	52	Ditto	0	0	Surpize	20	160	C. Antrobus	0	0	Ditto
						Liverpool	28	200	Rich. Knight.	0	0	Ditto

In the course of this year, the French Navy received sundry severe blows from Admirals Hawke and Boscawen.

A great number of small privateers were taken or destroyed; and many neutral vessels were captured, carrying naval stores to the enemy at Havre de Grace, Brest, &c., most of which were condemned as lawful prizes.

The only loss the navy sustained by the enemy, was that of the Hawke sloop of war, taken by a privateer of much superior force. We had the misfortune, however, to have the Mermaid of twenty guns, commanded by Captain Hackman, wrecked on Arabian-key, as she was conveying General Shirley to his government of the Bahama Islands: the crew were saved. The Falcon bomb-ketch also went on the islands Les Saintes, near Guadaloupe. She struck on a rock as she was chasing a privateer: the crew, and the smallest mortar, were saved.

The smallness of the number of trading ships of value taken from the French this year, was more owing to their trade being ruined, than to want of vigilance on our part. The captures made by us, amounted to one hundred and sixty-five ships, including the neutral vessels condemned; and forty-one privateers and armed merchantmen.

The French made captures of two hundred and ten vessels, many of which were of considerable value, chiefly in the West Indies, while the fleet under Commodore Moore was watching the motions of M. de Bompard and his squadron. The others were coasters, of which some were taken by not obeying the orders of their respective convoys.

1760.

THE naval and military transactions of this year, do not afford such a series of great and brilliant events as the preceding. A sort of respite seemed to be given to the French navy; not that our measures for subduing the enemy were in the least slackened, but that the severe blows given by Admirals Hawke and Boscawen had so disabled their marine, that they had few

or no ships of force at sea. They made but a feeble effort to succour their North American colonies, which were compelled to submit, scarcely any means being used by them to procrastinate their fate. The superiority of our force, and the activity of its Commanders, overawed them at the same time in the West Indies; while, in the East Indies, the whole of their settlements fell successively into the hands of Colonel Coote, and Admirals Stevens and Cornish.

The brave, but unfortunate Thurot, with his small squadron, made a more conspicuous figure, and did more for the service of his country, than Marshal de Conflans with the flower of the French navy. After having done wonders, in which his probity kept pace with his bravery, his little armament was crushed by Captain Elliot of the *Æolus**: M. Thurot was so fortunate as not to survive his defeat.

In America, the plan for prosecuting the war was steadily pursued; and it ended in making a complete conquest of Canada and its dependencies. The Parliament voted seventy thousand seamen and marines, to be employed for the current year; and the sums granted this session, amounted in all to 15,503,564*l.* 1*s.* 9½*d.* (See Note 157.)

The Navy was kept extremely active. Sir Piercy Brett commanded in the Downs; from whence he sent cruizers to annoy the enemy, and protect our trade in the North Seas. Admiral Rodney commanded in the Channel, and blocked up Havre de Grace. Admirals Hawke and Boscawen relieved each other alternately in Quiberon bay, where a large squadron was kept to block up the French ships of war in the river Villaine, and to send cruizers off Brest, Port L'Orient, and Rochefort. Commodore Swanton was sent out to Quebec with a squadron of men of war, and some store ships, to join Lord Colvill, and to prevent the enemy from sending succours to Canada, by means of the river St Lawrence. Captain Byron was sent with a small squadron to Louisburg, with some miners, to destroy the fortifications there. Sir James Douglas was dispatched to relieve Commodore Moore at the Leeward Islands, where a very considerable squadron was assembled.

* Now Admiral of the White.

Rear-Admiral Holmes was sent to Jamaica, to relieve Vice-Admiral Cotes; and a reinforcement of five ships of the line, was ordered to the East Indies. Such was the destination of the British navy this year.

EAST INDIES.

AFTER the victory which Colonel Coote gained over M. Lally at Wandewash, the affairs of the French went rapidly to ruin. Chittiput, Arcot, Permacoil, and Alamparva fell, with their garrisons, into the hands of the conquerors. Amid these successes, Rear-Admiral Cornish, with six ships, arrived at Madras. The Falmouth, one of his squadron, meeting with the Haerlem*, a French ship from Merguy, obliged her to run ashore two leagues to the northward of Pondicherry. M. d'Aché not appearing with his squadron on the coast, Mr Cornish was left at liberty to assist in reducing the French settlements. Colonel Coote, with the greatest part of the army, marched to attack Waldour, and block up Pondicherry by land. Major Monson, with the chief engineer, seven gunners, and fifty pioneers, were embarked on board the fleet, in order to form the siege of Carical, with the marines which Admiral Cornish was to land from his fleet. They were to be joined by forty artillery, one hundred Europeans, and two thousand Sepoys from Trichinopoly.

Admiral Cornish arrived in Carical road the 28th of March, with his squadron; and at five in the evening, Major Monson, with three hundred marines, and all the pioneers, landed about four miles to the north of the place. They marched directly up to it, and took possession of the town early next morning, with very little loss. The Major finding his troops annoyed by a redoubt (called Fort Dauphin) in the rear of his army, ordered some shells to be thrown into it; on which the enemy immediately abandoned it, and retired to Fort Louis.

This

† This is the ship which the French seized last year from the Dutch with treasure on board; she was loaded with timber and planks.

This opened a communication with the country, which supplied our troops with plenty of fresh provisions. By the 1st of April, a battery of four eighteen pounders was finished; and, being joined by the Nabob, and the reinforcements they expected from Trichinopoly, on the 3d, at night, they invested the place on all sides. By the 5th, they had erected several batteries, breached one bastion, and dismounted several guns, when Major Monson received advice that M. Lally had sent a considerable body of horse and foot as far as Chilambrum, to relieve the place. He immediately summoned the Commandant to surrender, which, after some difficulty, he did; and he and his garrison, consisting of two hundred and six Europeans, and two hundred Sepoys, were made prisoners of war. The sailors were of great service in landing the stores, which they performed in the night, close to the enemy, without any loss.

Major Monson marched next for Chilambrum, and summoned the garrison, who, by their answer, seemed determined to stand an attack. But in the night, some pioneers, who were carrying fascines to a battery, happening to mistake their way, had marched up to the fort*. The enemy imagining they were bringing ladders to scale the wall, cried out, "That they surrendered at discretion." There were no more than forty Europeans, and six officers, and between two and three hundred Sepoys and Topasses in the place. The garrison at Veradichilum surrendered soon after, where about half the former numbers were made prisoners.

Major Monson joined Colonel Coote the beginning of May, having, in the space of a month, deprived the French of many valuable possessions, and at last shut up M. Lally with his army within the walls of Pondicherry, the only place of consequence that now remained in the hands of the French.

The marines were re-embarked, and on board of their respective ships. Rear-Admiral Cornish was joined in St David's road, by Rear-Admiral Stevens, with the remainder of the

23 Squadron

* The fort was a small square, with ravelings before each curtain, a false Bray half round, a good ditch with some water, a covered way palisadoed, and a good glacis, with bomb-proof places in different works for five hundred men.

squadron from Bombay, who assumed the command of the fleet. (See Note 158.)

Admiral Stevens proceeded off Pondicherry with the squadron; while Colonel Coote, who had taken Waldour and Villenour, encamped about four miles from it, and about half a mile from Oullagary, where the enemy still kept post. The Colonel threw up redoubts in the several avenues leading to the city; the enemy did the same; and the advanced posts were within musket-shot of each other. During this time the enemy made two attempts on Cuddalore: in the first, they carried off seventy sick; in the last, they were repulsed with loss.

M. Lally, now despairing to accomplish the ruin of the British settlements by force, had recourse to various intrigues and stratagems with the country princes, to bring them to his assistance. In some of these he succeeded; but that did not avail him much: for the Governor and council of Madras, with Colonel Coote, took such wise and vigorous measures, as rendered all his schemes abortive.

The rainy season drawing near, Governor Pigot and Colonel Coote requested the Admiral to land his marines, to assist in taking Ariancopang. They were accordingly landed at Cuddalore on the 29th of August, and next day joined the army. Colonel Coote ordered Major Monson with eight hundred men, to attack the place; while himself, with the main body of the army, marched against the enemy at Oullagary, where they were strongly posted.

M. Lally, who had received intelligence of this scheme, resolved, if possible, to disconcert it. He proposed, therefore, in the absence of the army, to attack our redoubts, which he had reason to think would be but feebly guarded. Had the execution of this bold and well concerted enterprize been equal to its plan, there is little doubt, but that considerable mischief might have been done. On the 3d of September, at four in the morning, he assaulted, at one and the same time, four of our advanced redoubts. Though they were only guarded by Sepoys, and a few gunners, the enemy were repulsed from
three

three of them with great loss: the fourth they carried, and set it on fire, making three gunners prisoners. The army was marching to sustain the redoubts, when advice was brought that the enemy had retreated. On the night of the 4th, M. Lally made a vigorous attack on the redoubt near the Tamarind Tope; but the enemy were so well received, that, after a very brisk effort to carry their point, they were obliged to retire.

Colonel Coote at this time being superseded in his command, by Major Monson's receiving a commission of Colonel, immediately retired to Madras. Colonel Morris's regiment of Highlanders having joined the army, Colonel Monson gave orders for attacking the enemy's posts at Oullagary church, and the redoubts in the Bound Hedge, on the 9th, at midnight. Major Smith, with the Company's troops, attacked the former, a little before day-light, with such impetuosity, that the enemy were obliged to abandon their works, leaving nine field-pieces behind. He pursued them to a redoubt where they made some stand; but he soon drove them thence, under the walls of Pondicherry.

Colonel Monson having laid a plan for intercepting them in their retreat from Oullagary, had marched with two regiments for that purpose; but, the night being very dark, part of his detachment missed their road, which causing a delay, he relinquished it: and being anxious for the success of his plan against the redoubts, pushed on at the head of his grenadiers, and attacked the enemy, who soon giving way, abandoned three redoubts, and left behind them fifteen pieces of cannon. At this critical juncture, Colonel Monson received a shot, which broke both bones of one of his legs. The troops now took post in the Bound Hedge, which secured to them the ground they had gained. On the 10th, the whole army encamped at Oullagary, and sent out detachments to secure the redoubts they had taken, and another to invest Ariancopang. M. Lally, seeing its fall inevitable, gave orders for withdrawing the garrison, and blowing up the Fort, which was not so effectually done, but that it was soon repaired, and a post established there.

Colonel Monson being no longer able to continue the blockade in person, the Governor and Council of Madras earnestly entreated Colonel Coote to resume the command; which he accordingly did, and arrived in camp on the 20th. The monsoon now approaching, on October 6th, the whole line was ordered to strike their tents, to march a mile and a half to the left of their former ground, and to encamp on a hill during the rainy season.

The enemy had in the road of Pondicherry, besides smaller craft, two frigates, the *Baleine* and *Hermione*, and one of the East India Company's ships, called *La Compagnie des Indes*. These vessels lay at anchor before the town, as near the surf as they could lay with safety, and under the protection of one hundred pieces of cannon, mounted on the fortifications next the sea. M. Lally intended that as soon as the stormy weather should oblige the British fleet to withdraw at a greater distance from Pondicherry, to dispatch these vessels to the southward, with orders to return with provisions as speedily as possible, which he had hopes would be accomplished, ere the blockade by sea was again established. Rear-Admiral Stevens resolved to attempt cutting the frigates out of the road: his squadron was at anchor off Cuddalore, and preparations were accordingly made for this exploit, and the night fixed on; but the ships being observed by telescopes from the town, to be hoisting out their boats before it grew dark, made the enemy suspect the design, and they instantly sent strong reinforcements of men from the shore to the ships; this was observed by the British squadron, and the Admiral finding the enemy too much on their guard, desisted from the attack for the present; but he ordered the *Tiger* of sixty guns, to anchor to the south of Pondicherry, at two miles distance from the shore, and about a fortnight afterwards, he resolved to make another effort to cut out the frigates, and for this purpose, twenty-six boats were ordered to be hoisted out after it was dark, and manned with four hundred sailors, mostly volunteers for this service; they sailed to the *Tiger*, under whose stern they were all ordered to assemble at twelve o'clock. Soon after, they observed that the lights in
the

great cabin of the *Hermione* (the nearest of the enemy's ships) were all extinguished; from this they concluded, that the officers were gone to rest, so off they set. The boats were ranged in two divisions, the first destined to board the *Hermione*, the second, the *Baleine*; the attack of the *Compagnie des Indes* was to depend on the other attacks proving successful. To prevent separation, the boats of each division moved in a line, and were linked to each other by ropes. To prevent noise, the niches of the oars were muffled with fresh sheep skin; and the watch-word by which they were to know each other in the dark, was *Cathcart*, a word that few Frenchmen can pronounce properly. It lightened continually, as usual, in the nights before the change of the monsoon; notwithstanding the first division got within pistol-shot of the stern of the *Hermione*, before they were discovered; the boats then separated, and rowed up briskly, equally on each side of the ship, and two pushed forward to the bows, to cut the cables. From the moment they were discovered, all hands in the ships were up, and kept a warm fire of musketry on the boats; the ship *Les Compagnie des Indes*, fired what cannon she could bear on the boats, but nothing could damp the spirit of the British sailors. The *Hermione* was boarded in as many parts as there were boats round the ship; her crew, which consisted of seventy men, behaved very well, defending themselves with pikes and pistols, when the attack came hand to hand. The man who first attempted to cut the cable, had his head cut off by an officer, standing in the bow to guard it: but after a stout resistance, the enemy were overpowered, and all driven or tumbled down the hatchways; for no concert for surrendering could be attended to, in the confusion and hurry every thing was in. As soon as all the Frenchmen were secured, the hatches were closed, and centinels placed over them. The mizen-top-sail, the only sail bent, was set to carry off the ship, which several boats were in readiness to tow. The enemy on shore, who had waited until the firing of the attack had ceased in the *Hermione*, then began a most violent cannonade; the lightning afforded the means to take a sure aim, and they repeatedly

peatedly struck the ship; one shot destroyed the wheel of the rudder, killed the two men who were steering, and cut the tiller-rope. The prisoners confined below, deterred every one from going down into the gun room, to fix another rope to the rudder, and the single sail was not sufficient to steer the ship; the boats remained the only means of carrying her off, and they tugged with such violence, that they continually snapped the towing ropes. Meanwhile the fire continued with great briskness from the shore. At length it was suggested that the ship had no motion, and resisted by a cable and anchor concealed under her keel; on which the officer who commanded the attack, resolved to leave her. The prisoners were informed, that it was intended to set the ship on fire, on which they came up, and most readily agreed to be carried off in the boats, which rowed away with them to the Tiger, but when they arrived on board that ship, the Captain (Digby Dent), was by no means pleased with their conduct, and said that he would send some of his own crew to bring off the ship. This spirited rebuke had the desired effect: the men were ashamed, and instantly got into their boats, set off again for the Hermione, but met her half a mile nearer than they had left her; for the land-wind had sprung up, and was driving her out to sea. The dispositions for the attack of the Baleine were the same, but succeeded with less difficulty; her crew made little resistance; only three men were killed before they surrendered. The rudder of the ship was on shore, but she had several sails bent to the yards, which sufficed to conduct her to the Tiger, before the Baleine came up to her. No attempt was made on the Compagnie des Indes. Both prizes were purchased into the service.

The wet season being now set in, the Admiral, on the 23d, ordered five sail of the line to continue the blockade, under the command of Captain Haldane, and sailed with the remainder of the squadron to Trincomale. All that Mr Coote had now to do, was, to cut off, as much as possible, the enemy's communication with the country. His orders, in this respect, were punctually obeyed, by that active officer, Major Preston.

While

While the monsoon lasted, no works could be raised against the town, but what the hurricanes and rains would have immediately levelled. Colonel Coote was convinced, that the surest method of taking Pondicherry, was by famine; his army not being of sufficient strength, completely to invest the place in a regular manner. Besides, he knew it to be strongly fortified, and defended by an able and resolute officer; whose pride and obstinacy, so prejudicial to him on all other occasions, would make him, as in effect it did, persevere to the very last moment, in defence of the only place which France now had in India.

Colonel Coote, desirous of bringing the garrison to terms, imagined, that by the constant alarm of some batteries playing on them at some distance, he might greatly add to their distress, they being already weakened by famine, and mutinous through discontent. He accordingly ordered a ricochet battery, of four pieces of cannon, to be erected to the northward, at fourteen hundred yards from the town, purely with a design to harass the enemy.

On the 10th of November, the stores were landed, and every thing prepared to carry on the siege with all the vigour that circumstances would admit of. The more to distress the enemy, batteries were erected to play on different quarters of the place, to enfilade each other; and, by that means, to render their situation in the town still more harassing and disagreeable. At the same time, our works were at such a distance from the walls, that the enemy's fire had no certain effect on them. On the 8th of December, at midnight, two new batteries were opened. The town was now so greatly pressed for want of provisions, that the number of deserters increased daily; but, what was still a more melancholy proof of their desperate situation, fourteen hundred of the poor inhabitants were driven out of the town by M. Lally's order, and, when stopped by our advanced guard, they were fired on from the ramparts, both with cannon and musketry; by which three of these miserable people were killed. They remained some days in that deplorable state, without any thing to feed on but grass; till

Colonel Coote, finding the poor creatures constantly fired on as they attempted to return to their habitations, took compassion on them, and permitted them to pass into the country. Those in the town were not in a much better situation. They were reduced to such extreme distress, that they lived on camels, elephants, dogs, and cats; and even of this wretched provender, there was great scarcity. Sixteen rupees were at one time paid for the flesh of a dog.

M. Lally had hopes of being relieved by a powerful fleet from France. He continued firing briskly from the ramparts, but did not damage the works. They killed one gunner, and a Subedar of Sepoys, on the 9th of December. On the 25th, Admiral Stevens returned from Trincomalé with four ships of the line, and resumed the command of the fleet. On the 29th, a battery was begun, of ten guns, and three mortars, within four hundred and fifty yards distance of the town.

The new year was ushered in with a most violent hurricane; so that the 1st of January was as remarkable for the fears it occasioned in the British camp, as for the hopes of relief it afforded to the distressed garrison and inhabitants of Pondicherry. The afflicted eagerly catch at every glimpse which gives them the smallest appearance of aid, or of putting a period to their sufferings.

The British fleet, which had rode triumphantly before the town, and intercepted or chased away every succour that was endeavoured to be thrown into the place, was now in danger of being annihilated. When the storm began, Admiral Stevens had along with him eight sail of the line, two frigates, a fire-ship, and a ship with stores. From eight in the morning, till ten, there was a constant succession of squalls, the last being always the most violent. At that time, Admiral Stevens, in the Norfolk, (having for his Captain the gallant and unfortunate Kempenfelt), was forced to cut his cable, and made the signal for the squadron to do the same. But the noise and violence of the gale was such, that no guns could be heard, nor a signal observed. Unfortunately, the other commanders resolved to obey their orders, and continue at anchor, until their cables became
fo

so strained by the violence of the wind and waves, that they parted; and the vessels, with the greatest difficulty, got before the wind, with scarce any sail set. The gale continued to increase until noon; by which time, the wind had veered from the N. W. where it began, to the N. E.; and in an instant it was succeeded by a calm, attended by a thick haze. This was of short duration; for, in the space of a few minutes, the storm burst from the N. E. and seemed to blow with redoubled fury.

Had the squadron got under sail, and proceeded to sea when it began to blow fresh in the morning, they would have had an opportunity of gaining sufficient sea-room, before the storm came from the S. E. The first gust of this fresh hurricane, laid the Panther on her beams; when, the sea breaking over her, Captain Affleck ordered the mizen-mast to be cut away. This not relieving the ship, he ordered the main-mast to be cut away likewise; but, in doing of this, it broke below the upper-deck with such force, that it tore it up, hung over the side, and continued to incumber the ship for a considerable time, until a violent wave carried it away. This answered their wishes; the ship righted; and, the reefed fore-sail having luckily withstood the violence of the gale, by means of it, they got back into fourteen fathom water, and there dropped the sheet-anchor; but it not bringing up, they cut away the fore-mast, the fall of which carried away the bowsprit, when the ship came round, and in this manner rode out the storm.

The America, Medway, and Falmouth, were likewise dismasted; and, after much distress, came to an anchor near the Panther. But it did not fare so well with the Newcastle, the Queenborough frigate, and the Protector fire-ship, who, returning with the S. E. gale, mistook their soundings, and drove towards the shore, without endeavouring to come to an anchor. The loudness of the wind prevented them from hearing the noise of the surf breaking on the shore, which they had reached before they discovered their danger, and when they could apply no remedy. All three were wrecked about two miles south of Pondicherry. Of their crews only seven perished; who
were

were dashed overboard by the violence with which the ships beat when they took the ground.

A more miserable fate attended the Duc d'Acquitaine, the Sunderland, and the Duke store-ship. Their masts unluckily withstood both hurricanes, until they were driven back by the S. E. tempest, and were under the necessity of anchoring; when, bringing up with all their masts standing, they were soon overwhelmed by the waves, and either overfet or foundered. The crews, in number eleven hundred, perished, except seven Europeans, and as many Lascars, who were next day picked up, clinging to some of the materials which had floated from the sunk ships.

The garrison of Pondicherry beheld the misfortune which had befallen the British fleet, as a miracle wrought in their favour; by means of which, they hoped soon to be relieved from the miseries of famine under which they had so long laboured. The vindictive Lally, therefore, when the storm abated, seeing the port no longer blocked up by the British fleet, exulted at its disaster, and with a heart replete with joy, he launched a boat from the beach, and by that means endeavoured to convey a letter to the French resident at Pullicat; of which letter we here give a translation, as it will serve to afford some idea of this singular man.

“ MR RAYMOND,

“ *Pondicherry, January 2, 1761.*

“ The English squadron is no more, Sir. Out of twelve ships they had in our road, seven are lost, crews and all; the four others are dismasted; and it appears that there is no more than one frigate that hath escaped. Therefore do not lose a moment to send us chelingas upon chelingas loaded with rice. The Dutch have nothing to fear now. Besides, according to the law of nations, they are only to send us no provisions themselves, and we are no longer blocked up by sea.

“ The saving of Pondicherry hath been in your power once already: if you miss the present opportunity, it will be entirely

“ tirely your fault. Do not forget also some small chelingas.
“ Offer great rewards. I expect seventeen thousand Morattoes
“ within these four days. In short, risk all, attempt all, force
“ all, and send us some rice, should it be but half a garse at a
“ time.

“ LALLY.”

This epistle was luckily intercepted, and the joy of the enemy was but short-lived; for, about sun-set on the 2d of January, the Norfolk, with Admiral Stevens' flag, was discovered in the offing, to the unspeakable satisfaction of his friends on shore.

By the judicious conduct of the Admiral and his Captain, the Norfolk returned in complete order to the blockade. He fell in with the Liverpool at sea, who had lost all her masts in the second storm; and soon after, he met the Grafton, who gave the Admiral the welcome tidings, that he had left Rear-Admiral Cornish, on the 28th of December, with the Lenox, York, and Weymouth, about thirty leagues off the land, in their way from Trincomalé to Pondicherry. The Admiral gave the charge of the Liverpool to the Grafton, and got to Pondicherry road in the morning of the 3d. In the afternoon, he was again joined by them; and, next day, by Rear-Admiral Cornish, and the ships under his command: so that the blockade was now as complete as ever.

Admiral Stevens immediately dispatched letters to all the settlements of the Dutch and Danes on the coast, informing them, that Pondicherry was as completely besieged as before, both by sea and land: and that if any vessels should attempt to throw provisions into it, they would undoubtedly be made prizes of. On the 7th, the Salisbury arrived from Trincomalé, and brought in a prize, called *La Compagnie des Indes*. At the same time, the Tiger arrived from Madras, where they had not felt any thing of the hurricane. Every ship of the fleet that was expected, were now assembled. The Elizabeth, and the South-Sea Castle, with the Baleine and Hermione prizes were at Bombay; the two former gone into dock.

Colonel Coote was now employed in repairing the batteries,
and

and approaches to the place, which the hurricanes had almost ruined. On the 5th, the St Thomas redoubt, of very great consequence to the enemy, was attacked, in which were four twenty-eight pounders, and was carried without any loss. It did not, however, remain long in our possession; for, next morning at day-break, three hundred of the enemy's grenadiers retook it; owing to the officer who commanded there, not being able to keep his Sepoys together. By the 12th, the ten-gun battery was repaired, and kept up a very brisk fire, which greatly damaged the counter-guard and bastion, and made a breach in the curtain. Next day, in the evening, Colonel Coote ordered a working-party of seven hundred Europeans, and five hundred Lascars, with the pioneers of the army, under a field-officer, to the northward, to erect two batteries; one for eleven guns, and the other for three mortars, which the engineers had traced out; and to carry on the other necessary works there. Altho' the moon shone very bright, the enemy gave them no interruption; and, by morning, they were almost finished.

The 14th, the ten-gun battery kept a constant fire the whole day, which entirely ruined the west face and flank of the N. W. bastion; and, on the 15th, the eleven-gun battery opened and played with such success, that, by eight o'clock in the morning, the enemy's fire was silenced: whereupon, Colonel Coote gave orders for beginning a trench to contain the royal mortars, and three guns, for the more speedy demolition of the demi-bastion and ravelin of the Madras Gate.

Notwithstanding that M. Lally saw clearly that Pondicherry must inevitably fall, yet that extraordinary man, from a most stubborn pride and obstinacy, scorned to make any offer to surrender, or to enter into any terms for the wretched inhabitants, which might have saved what they had left from becoming a prey to a victorious soldiery. But he had not the feelings which are usually found in men; his natural dispositions partaking much more of the brute than of the hero. He was proud, obstinate, and arrogant, to a degree. The having been, for so long a space of time, daily eye-witness to the great and numberless sufferings of these unfortunate people, must, on a mind possessing

possessing common humanity, have made a deep impression.— This alone would have been a strong incentive with any other man, to have used every means in his power to have obtained the most favourable terms from the conquerors, and to have alleviated, by every kindness and attention, the rigour of the fate of a set of men who had frequently fought under his banners, who had behaved well, and who had borne with great fortitude many hardships, during a blockade and siege which lasted eight months; especially, when it is considered, that their present misfortunes had arisen from his want of success in the conduct of the war; and that, from having been in a state of ease and affluence, they were likely to be plunged into ruin and want.

The inhabitants of Pondicherry were now driven to the utmost despair; and M. Lally, finding that the place could not hold out any longer, consented to deliver it up, and gave the people leave to endeavour to obtain the best terms they could for themselves, from Colonel Coote. (See Note 158.) But, from the extraordinary method in which he chose this matter should be managed, no regard was paid to their representations. On the 15th, in the evening, Colonel Durre of the Royal artillery, the chief of the Jesuits, and two Civilians, came out of the city, with proposals for delivering up Pondicherry. (See Note 158.) M. Lally, notwithstanding all his misfortunes, persevered on this occasion in all his haughtiness. He declined to offer any terms from himself. Perhaps he would have found it very difficult to have urged any arguments strong enough to save the place from the fate of Fort St David.

He sent a letter to Colonel Coote, full of invectives against the British, for their breach of treaties relative to India, of which the following is a translation:

“ The taking of Chandernagore, contrary to the faith of treaties, and of that neutrality which has always subsisted between all European nations, and particularly between the two nations in this part of India; and that, immediately after a signal service which the French had rendered the English, not only in taking no part against them with the Nabob of Ben-

“ gal, but in receiving them in their settlements, to give them
“ time to recover from their losses, (as appears by the letter of
“ thanks from Mr Pigot himself, and from the Council of Ma-
“ dras to that of Pondicherry); added to the formal refusal of
“ fulfilling the conditions of a cartel, agreed upon between our
“ respective Masters, though it was at first accepted by Mr Pi-
“ got, and the Commissioners were named on both sides to go
“ to Sadras, to settle amicably the difficulties which might oc-
“ cur in its execution; put it out of my power, with respect to
“ my Court, to make or propose to Mr Coote any capitulation
“ for the town of Pondicherry.

“ The King’s troops, and those of the Company, surrender
“ themselves for want of provisions, prisoners of war of his Bri-
“ tannic Majesty, on the terms of the cartel, which I reclaim
“ equally for all the inhabitants of Pondicherry, as well as for
“ the exercise of the Roman religion, the religious houses, hos-
“ pitals, surgeons, chaplains, servants; referring myself to the
“ decision of the two Courts for reparation, proportioned to the
“ violation of so solemn a treaty.

“ Accordingly, Mr Coote may take possession, to-morrow
“ morning at eight o’clock, of the gate of Villenour, and after
“ to-morrow, at the same hour, of that of Fort St Louis; and
“ as he has the power in his own hands, he will dictate such
“ ulterior dispositions to be made as he shall think proper.

“ I demand, merely from a principle of justice and humanity,
“ that the mother and sisters of Raja Saib be permitted to seek
“ an asylum where they please, or that they remain prisoners
“ among the English, and not be delivered into Mahomet Ally
“ Cawn’s hands, which are still red with the blood of the hus-
“ band and father, which he has spilt, to the shame indeed of
“ those who gave them up to him; but not less to the shame
“ of the Commander of the English army, who should not have
“ suffered such a piece of barbarity to be committed in his
“ camp.

“ As I am tied up by the cartel in the declaration which I
“ make to Mr Coote, I consent that the gentlemen of the Coun-
“ cil of Pondicherry may make their own representations to him,
“ with

“ with regard to what may more immediately concern their
 “ own interests, as well as the interest of the inhabitants of the
 “ colony.

“ Done at Fort Louis of Pondicherry, the 15th day of January 1761.

“ *To Colonel Coote.*

“ LALLY.”

To the foregoing extraordinary letter, Colonel Coote returned the following answer :

“ The particulars of the capture of Chandernagore having
 “ been long since transmitted to his Britannic Majesty, by the
 “ officer to whom that place surrendered, Colonel Coote cannot take cognizance of what passed on that occasion ; nor can
 “ he admit the same as any way relative to the taking of Pondicherry.

“ The disputes which have arisen concerning the cartel concluded between their Britannic and Most Christian Majesties, being as yet undecided, Colonel Coote has it not in his power to admit that the troops of his Most Christian Majesty, and those of the French East India Company, shall be deemed prisoners of war to his Britannic Majesty, upon the terms of that cartel ; but requires that they surrender themselves prisoners of war, to be used as he shall think most consistent with the interest of the King his master ; and Colonel Coote will shew all such indulgencies as are agreeable to humanity.

“ Colonel Coote will send the grenadiers of his regiment, between the hours of eight and nine o'clock to-morrow morning, to take possession of the Villenour gate ; and the next morning, between the same hours, he will also take possession of the gate of Fort Louis.

“ The mother and sisters of Raja Saib shall be escorted to Madras, where proper care shall be taken of their safety ; and they shall not, on any account, be delivered into the hands of Nabob Mahomet Ally Cawn.

“ Given at the head-quarters, at the camp before Pondicherry, this 15th day of January 1761.

“ *To Arthur Lally Esq. &c.*

“ EYRE COOTE.”

To the articles proposed by the Jesuits, &c. for the East India Company, Colonel Coote returned no answer. (See Note 158.) On the 16th, the grenadiers of Colonel Coote's regiment took possession of the Villenour gate, at eight in the morning; and those of Colonel Draper's regiment, of the Citadel in the evening. Next day Colonel Coote, accompanied by Rear-Admiral Cornish, and Captains Haldane and Tinker, went in and took possession of the city on the part of both services, as they had jointly compelled the place to submit to them. In the city were found a great quantity of military stores, and a numerous artillery on the ramparts. (See Note 158.), but the provision was nearly expended, for there did not remain above two days scanty allowance of the miserable food the garrison and inhabitants had been necessitated to subsist on. To such a degree were the inhabitants, and the Company's troops in Pondicherry, exasperated against M. Lally, that he demanded a guard from Colonel Coote for his protection. The third day after the surrender of the place was appointed for his departure for Madras. In the forenoon of this day, a number of officers (mostly of the French Company's battalion) and others, went up the steps of the Government-House, and made towards M. Lally's apartments; no longer restrained by his authority, and regarding him as the sole author of all the calamities that had befallen them, their detestation of him was redoubled, and they broke out in the most vindictive expressions of menace and reproach: one of his Aid-du-Camp's came out to them, him they insulted; and there is no knowing to what length their thirst of revenge would have carried them, when a guard arrived and dispersed them; but they reassembled about one o'clock, and waited at the gate of the citadel; but M. Lally did not come out till the evening, when he was escorted by fifteen British Hussars, and four troopers of his own guard. He was in his palankin. Near a hundred persons were gathered together at the gate, mostly officers, and with them the counsellors M. Maracin and Courten. No sooner did M. Lally appear, than a hue and cry was set up by this groupe of people; who insulted him with hisses, pointing, and every abusive name; but the escort prevented his person

person from violence. M. Dubois, the King's Commissary, was to have accompanied M. Lally, but he did not leave the fort until an hour afterwards. He was on foot. At the gate, the same persons were again assembled, and were as abusive to him as they had been to M. Lally: he stopt, and said he would answer any one; on which one Defer stepped out: they drew, and at the second pass, laid Dubois dead. He was about sixty years of age, short sighted, and always wore spectacles. No one would assist his servants to remove and bury the corpse. He had raised the resentment that was now shewn to him, by his having been the author of the protests on the part of the King, against all the disorders and irregularities which came to his knowledge in the department of the French settlements in India.

This conquest put an end to the French power on the coast of Coromandel, and in a manner annihilated their East India Company; as, in consequence of it, the British now commanded the whole commerce of the Eastern peninsula of India, from the Ganges to the Indus, the most extensive and most profitable sphere of commerce in the world.

M. Lally, when he arrived in India, brought with him such strong reinforcements, that he vowed, after the taking of Fort St David's, he would extirpate the British from the country. But Colonel Coote having gained the glorious battle of Wandewash, not only secured by it our own settlements, but, by steadily pursuing his plan, without any considerable reinforcements, had the glory of delivering the British settlements in India from the power of this most formidable rival.

It afforded great satisfaction to the kingdom, to learn, that the most perfect harmony had subsisted between the fleet and army, during this tedious siege. The loss sustained by the army was inconsiderable; but that of the navy was very heavy, as we have already mentioned. Among the gallant officers drowned on the 1st of January, were Captains Sir William Hewit, Baronet, and the Honourable James Colvill, of the Royal Navy.

Of the ships which were driven ashore, the guns, with most

of the stores and provisions, were saved; and it was chiefly from the materials of those vessels, that the disabled ships were so speedily refitted. The loss the enemy sustained was very considerable. The military, who were made prisoners, amounted to near fifteen hundred; and the inhabitants and servants of the East India Company, to upwards of six hundred. The military stores and wealth found in the place was very great. (See Note 158.)

WEST INDIES.—*Leeward Island Station.*

COMMODORE Sir James Douglas commanded his Majesty's fleet on this station, which was of considerable strength. (See Note 159.) His Majesty's sloop of war the *Virgin*, commanded by Captain St Loe, on her way from Barbadoes to Guadeloupe, had the misfortune to fall in with three stout privateers belonging to Martinico, and, after making all possible resistance, was taken; Captain St Loe, and many of his crew, being killed.

The French having no squadron in these seas, Sir James Douglas was the better enabled to bestow his attention to the protection of our own trade, and to distress that of theirs. As, however, they had a swarm of small privateers, which greatly interrupted our commerce, he set about destroying them effectually, and placed his cruising ships in such a manner, that numbers of them were taken. The *Buckingham* and *Nassau* convoyed the first fleet to England. The *Foudroyant*, *Lancaster*, and *Emerald* the second.

Captain O'Brien of the *Temple*, with the *Griffin* under his command, being on a cruise to the southward, in the month of September, received information of seven sail of vessels that were at an anchor at the Grenades, laden with provisions, &c. for Martinico; to which place he immediately proceeded; and, after silencing their batteries, cut out the vessels, among which was his Majesty's sloop the *Virgin*, taken by the enemy in April last. The *Temple* had two men killed, and twenty wounded; among the latter was Lieutenant Vincent, who had
the

the misfortune to lose his leg by a cannon-shot. The Griffin, who had an equal share in this undertaking, had not a man hurt. These ships, in their way from the Grenades to Antigua, fell in with, and took thirteen vessels, bound to Martinico, laden with provisions, &c.

The cruisers belonging to this squadron made many considerable prizes. Many of the enemy's privateers were taken or destroyed, and numbers of them laid up at the different harbours of Martinico, &c.; and our own trade was so well protected, that the merchants had no cause of complaint.

WEST INDIES.—*Jamaica Station.*

REAR-ADMIRAL HOLMES relieved Vice-Admiral Cotes on this station, who sailed for England in the Marlborough, taking along with him the trade that were then ready. (See Note 160.) Admiral Holmes having received intelligence that five French frigates, with other vessels, were preparing at Cape François to sail for France, he dispatched the Hampshire, with the Boreas and Lively frigates, to intercept them. On the 16th of October, the expected fleet put to sea from the above-mentioned port; and next morning, at sun-rise, the British ships getting sight of them, immediately gave chase; they then bore due E. Cape Nicholas bearing S. by E. distant eight leagues. Owing to calms, and variable winds, they neared the enemy but slowly. In the evening, however, the breeze freshened, which brought our ships fast up with them. At twelve at night, the Boreas being the headmost ship, got along-side the Sirenne, commanded by Commodore M'Cartie. They engaged very smartly for five and twenty minutes; when the Sirenne, declining the action, shot ahead, and endeavoured to get off. The Boreas, being disabled in her rigging, could not again close with her till two in the afternoon of the next day; when a vigorous action commenced off the east end of Cuba, and continued till forty minutes past four, when the Sirenne struck. She mounted thirty-two guns, and had on board two hundred

and eighty men, eighty of whom were killed and wounded; most of their wounded died. The Boreas had one man killed, and one man wounded. At the time the Boreas first engaged the Sirenne, she was to the northward of the Hampshire and Lively, who were in chase of the other four frigates, which were making the best of their way to the southward; but the night being dark and squally, they were only able to keep sight of them.

On the 18th, at day-light, the enemy were six miles ahead of the Lively, exerting all their skill to make the west end of the island of Tortuga, and get into Port-au-Paix. The Lively, who made good use of her oars, was considerably ahead of the Hampshire, and got along-side of the Valeur, the sternmost of the enemy, at half an hour past seven. A very smart action ensued, which continued for an hour and a half; when the Valeur, commanded by Captain Talbot, struck, having a Lieutenant and thirty-seven men killed, and the Captain, master, boatswain, and twenty-two private men wounded. She mounted twenty guns, and had on board, at the beginning of the action, one hundred and sixty men. On board the Lively, only two men were killed. Both the prizes were purchased by Government, and added to the Royal Navy by the same names.

The Hampshire kept on after the other three frigates; and the wind freshening, she gained so fast upon them, that at half past three in the afternoon, she got between the Duc de Choiseuil and the Prince Edward, the two headmost ships, and opened her fire upon them. But the first having the advantage of the wind, made good her retreat into Port-au-Paix. The other run on shore about two leagues to leeward, when she struck her colours: but, on the Hampshire preparing to take possession, the enemy set her on fire, and she soon after blew up.

On the 19th, in the morning, the Hampshire, having the Lively and her prize in company, made sail towards Freshwater bay, which lies a little farther to leeward of Port-au-Paix, to take or destroy the Fleur de Lys, the sternmost of the three frigates she had chased the day before; but on the approach of our ships, the enemy set her on fire, and she soon after blew up.

The

* The enemy had but few ships at sea. Admiral Holmes's squadron, however, took and destroyed a great many of their privateers. The taking of the *Vainqueur* of ten guns, sixteen swivels, and ninety men, and the *Mackau*, a small vessel of six swivels and fifteen men, from the bravery of the action, deserves particular notice. They were taken by the boats of the *Trent* and *Boreas*, commanded by the first Lieutenants of their respective ships. Messrs Millar and Stuart, in Cumberland harbour, there not being water to carry any of the ships up to them. The officers and men in the boats behaved with the greatest intrepidity, and boarded and carried the *Vainqueur* under the strongest premeditated difficulties the enemy could devise. The *Trent* had three men killed, one missing, and one wounded. The *Boreas* had one man killed, five wounded, and her barge sunk in boarding. As soon as they had taken these two vessels, they pushed on after the *Guespe*, of eight guns, and eighty-six men, which lay farther up in the Lagoon; but on their approach, the French set her on fire, and she was destroyed. The loss of the enemy, on this occasion, was very uncertain; for about forty of them jumped over-board, when the boats boarded the *Vainqueur*, and ten men were found wounded on board. The *Mackau* made no resistance.

The Harwich man of war had the misfortune to be drove on the *Colorodos*, at the west end of Cuba; and, notwithstanding all the efforts of the crew, was totally lost. Luckily the men were saved, and carried to the Havannah, from whence they were sent to Jamaica.

NORTH AMERICA.

THE success which had attended all our military operations in this part of the world, last year, determined Administration steadily to pursue and follow up the advantages they had gained; and indeed, if possible, to deprive the French of all their possessions in North America, in the course of this campaign. For this purpose, three expeditions were planned; all

of

of which were to have distinct views, in the first part of their operations, but ultimately to form a junction for laying siege to the city of Montreal; by the fall of which, an end would be put to the French dominion in this part of the globe.

The Commander in Chief had been very assiduous, during the winter, to establish such a naval force on Lake Ontario, as would enable him to face the fleet the enemy had on it; and if he brought it nearly to an equality, he was pretty confident that he would soon become superior to them. For this purpose, two very fine vessels had been built at Niagara, viz. the Onondaga, carrying eighteen guns, of which four were four-pounders, the rest six-pounders; and a crew of one hundred men: and the Mohawk, carrying sixteen six-pounders, and ninety men. At Oswego, he had likewise some row-galleys, and floating batteries, and a number of whale-boats built. These, with what he had brought down Wood Creek, he thought would be sufficient to transport his army across Lake Ontario, then to enter the river St Lawrence, fall down the stream, and attack the enemy's post at La Gallette. As soon as he had made himself master of that place, he was to proceed down the river against Montreal.

The military force destined for this service, amounted to near thirteen thousand men; one half of which were regular troops, and the other half Provincials; and to these may be added, a body of Indians, of various tribes or nations, under the command of Sir William Johnson, Baronet.

The Commander in Chief made choice of this route, not only as the easiest, but as the surest means to prevent the enemy from retiring, by means of the river St Lawrence, and the lakes, to their settlements on the Mississippi, which they might have done, if he had advanced against them by the route of Lake Champlain. The second expedition was to be conducted by Colonel Haviland, whose force, in Regulars and Provincials, might be about five thousand men. (See Note 161.) Having a decided superiority of naval force on Lake Champlain, he was to embark his army to Crown Point, cross the Lake, and attack the French post on the Isle aux Noix; which having

having secured, he was to make himself master of the enemy's forts at Chamblée and St John's; and, by means of the river Sorel, form a junction with the army under the Commander-in Chief at Montreal.

The third expedition, under the command of General Murray, was to proceed from Quebec, whose army was to be composed of two regiments from Louisburg, and all the troops that could be spared from the garrison of Quebec. With this force, he was to embark on board of vessels, and to proceed up the river St Lawrence, as soon as it became navigable, to attack any posts the enemy might have between Quebec and Montreal; and at this last-mentioned place, to form a junction with General Amherst. Lord Colvill, with whom the command of the Squadron wintering at Halifax had been intrusted, entered the river St Lawrence as soon as the season would permit; indeed, so early, as to preclude some store-ships from France proceeding up the river to Quebec, which city they entertained hopes that the Chevalier de Levis had retaken; whereby these ships were constrained to steer for the bay of Chaleur.

Administration were in no way wanting on their part; for Commodore Swanton, with a very considerable naval force, stores of all sorts, and provisions, was dispatched very early in the spring from England, (See Note 162.); while, in order to strengthen the main army as much as possible, and lessen the public expence, the greatest part of the garrison of Louisburg was ordered to be withdrawn, and to join General Murray's army at Quebec.

A small squadron at the same time, under the command of Captain Byron, (See Note 162.) was sent to Cape Breton, having on board a company of miners, with orders to destroy the fortifications of Louisburg, preserving only the island battery, and the royal bastion of the town, where were the barracks, and which could easily be converted into a fort capable of containing a few companies of infantry.

The French Generals were sensible, that unless they made a vigorous effort to retrieve their affairs, they must inevitably be

be crushed by superior numbers; and accordingly resolved to recover, if possible, the city of Quebec, before the river St Lawrence was so far clear of ice as to admit of the British fleet. They therefore busied themselves the whole of the winter, in preparations for this enterprize.

These, however, they were unable to carry on with such secrecy, as to prevent General Murray from obtaining information of their design. As he looked on the fortifications of Quebec as a strong cantonment, and trusted to them only as his last resource, he determined, the moment the frost broke up, to form a strong intrenched camp on the heights above the town; and which the enemy must force, before they could lay siege to the place. For this purpose, he called in his distant out-posts, ordered all the inhabitants to retire, and caused intrenching tools to be carried to the spot on which he intended to raise his new fortifications. The frost, however, prevented him from executing his plan, before the French army, commanded by the Chevalier de Levis, made their appearance.

The enemy's force was composed of regulars, colony troops, and Canadian militia, making in all, between fourteen and fifteen thousand men. M. de Levis sent down the river his heavy artillery, stores and provisions, on board a number of vessels, escorted by two frigates, under the command of M. Vauguelin. These were to come to an anchor at the Foulon, a few miles above the town.

Though the garrison of Quebec had suffered severely during the winter, from an inveterate scurvy which had carried off near a thousand men; yet General Murray, conceiving the French army to be chiefly composed of militia, (while the troops under his command, though fewer in number, were brave, in high spirits, and habituated to defeat the enemy), resolved to march out and attack M. de Levis, before his army could recover themselves from the effects of a long and fatiguing march, or his artillery join him.

Accordingly, early on the 28th of April, he marched out with upwards of three thousand men, the flower of his garrison, and twenty field-pieces, six-pounders. He found the

French

French army at the village of Sillery, and attacked it with the greatest ardour. Had the valour of the troops been properly seconded by the field-pieces, it is probable that the Chevalier de Levis would never have broke ground before Quebec. But the Commanding-officer of artillery, by some fatal mistake, placed the cannon in a hollow, instead of an eminence, where he would have had a full view of the enemy; and, by a most unpardonable blunder, the shot brought along with the guns, was for nine, instead of six-pounders; by which means, the artillery was of no manner of use; and the whole brunt of the action fell on the infantry, who, after behaving as well as it was possible for men to do, were compelled, by superior numbers, to retire with considerable loss, within the walls.

Had the enemy assaulted the town that night, when the garrison had not yet recovered from their fatigues, and were dispirited by a defeat, the event, from the great extent of the place, and the weakness of the works, had probably terminated in their favour. But they lost this opportunity; and the garrison now seeing that their relief solely depended on the arrival of the British fleet, resolved to defend the place as long as it was in their power; in hopes, by their exertions, to find the enemy so much work, that their friends would have time to come to their assistance.

The next day, the enemy broke ground, and were busied in erecting batteries. The garrison, at the same time, was not idle; and from this time, to the 9th of May, the men were employed in repairing the works, and dragging cannon from the lower town to the upper. Their fire increased every day; and before the enemy could return a shot from their batteries, General Murray had got one hundred and fifty cannon mounted on the ramparts. He dispatched the Racehorse sloop of war down the river to look for the fleet, and hasten them to the relief of the garrison.

On the 9th, the Lowestoffe frigate, commanded by Captain Deane, anchored in the basin, and saluted the garrison, whose joy on this occasion was so great, that they redoubled their fire on the enemy for some hours. Captain Deane immediately
land-

landed, and gave the joyful tidings, that Commodore Swanton, with a fleet from England, was at hand to give them relief. A schooner was immediately dispatched down the river, in hopes of finding him. Captain Deane had captured a store-ship from France, in the Gulf of St Lawrence, mounting twenty-six guns; which he sent to Halifax.

On the 11th, the enemy opened one battery of mortars, and three of cannon, which they afterwards increased; so that they had at one time, about ten mortars, and near forty pieces of cannon, of twelve, eighteen, and twenty-four-pounders, in action against the place. But our fire was so very superior, that they were sometimes forced to alter their attack; while at others, we silenced their batteries. The wind at last proving favourable, Commodore Swanton, in the Vanguard of seventy guns, accompanied by the Diana frigate, anchored in the basin, the 15th, in the evening. Captain Deane went immediately on board of the Vanguard, and let the Commodore know that General Murray was very desirous that the enemy's naval force above the town should be removed.

Early on the 16th, therefore, as soon as the tide would permit, the Commodore and the two frigates worked up to attack the enemy's fleet. At first, Mr de Vauguelin made a shew as if he meant to stand an action; but he was attacked with such vigour by the two frigates, the whole of his fleet fled with the utmost precipitation. The Pomona of thirty-six guns was drove ashore, and afterwards burnt, a little above Cape Diamond; and the Atalante of thirty-two guns, shared the same fate, near Point au Tremble, about ten leagues above the town. Of their whole fleet, only the Maria sloop of war escaped; and she, having a number of wounded officers and prisoners on board, made off the moment they perceived the British ships in motion to attack them. The rest of the enemy's vessels were either taken or destroyed. They lost many men, and had a number made prisoners, among whom was M. de Vauguelin their Commodore. Whilst the Lowestoffe and Diana were employed in pursuing and destroying the enemy's fleet, Commodore Swanton, in the Vanguard, fell down the channel of
Sil-

Sillery, brought his broadside to bear on the right flank of the enemy's trenches, and enfiladed them with his cannon for several hours. This fire was so well seconded by that from the ramparts, that the enemy were compelled to abandon that part of their works. M. de Levis sent two field-pieces to play on the Vanguard, but they had no effect; and the ship sheering with the tide, brought some of her guns to bear on them; on which the enemy retired with great speed.

In the night between the 16th and 17th, M. de Levis raised the siege: the Militia of the lower country were ordered to return to their respective parishes, while the Regular and Colony troops retired to Jacques Cartier. The better to deceive General Murray, they left their camp standing, with a great deal of baggage; stores of ammunition and provision; thirty-four pieces of battering cannon, ten field-pieces, six mortars, four petards, and a large quantity of scaling ladders and intrenching tools. General Murray pushed out at the head of the grenadiers and light infantry, in hopes of cutting off some of them in their retreat: but they had got so much the start of him in point of time, and retreated so rapidly, that he could not overtake them, and returned to Quebec, with only a few straggler prisoners.

The Lowestoffe frigate, in returning from pursuing the enemy, unfortunately struck on a sunken rock in the middle of the river, and sunk soon afterwards; but all the crew were saved. Commodore Swanton, on his way up the river, looked into Gaspée bay, and found the store ship on which M. de Levis so much depended. She was unrigged, and he left the *Eurus* frigate in charge of her. Lord Colvill, with his squadron, arrived on the 18th: he had been greatly retarded in his passage from Halifax by thick fogs, great quantities of floating ice, and contrary winds.

Captain Schomberg of the Navy, and Lieutenant-Colonel Maitland, were sent home with Lord Colvill's and the General's dispatches, to Mr Secretary Pitt, giving an account of the raising of the siege of Quebec. They were both most graciously

ciously received by the King, who ordered each of them a present of five hundred pounds.

General Murray having orders to march against Montreal, with all the force he could spare from his garrison, set to work to prepare for that expedition. He drew detachments from the different regiments to the amount of two thousand five hundred men. These he formed into seven battalions, divided them into two brigades; the first commanded by Colonel Burton, and the other by the Honourable Colonel Howe.

The fleet which was to escort them up the river, was commanded by Captain Deane*, and consisted of the *Penzance*, *Diana*, and *Porcupine*; the *Gaspée* schooner of eight guns; five row-gallies, having a twenty-pounder each; and four row-gallies having a twelve-pounder each; forty transports, and twenty-six boats. The troops embarked on board the transports the 13th of June, and sailed next day, without waiting for the reinforcements daily expected from Louisburg under convoy of the *Sutherland*. They passed by Jacques Cartier without receiving any injury, notwithstanding that the enemy fired very briskly upon them; for the channel being near the south shore, the distance was too great for either their shot or shells to do any execution. They anchored that evening at De Chambaud. The next day, they were to pass the Rapids of Richelieu; to oppose which, the French had erected a battery of three guns, having also some armed galliots, in order to dispute the passage. The *Porcupine* sloop, and some of our gallies got through. The enemy kept a brisk fire on them, and some of the transports as they passed, by which they killed an officer and three privates of the Highlanders, and wounded a few more; but were beat off by the cannon of the *Porcupine* and gallies. The tide now failed, and the wind became contrary; so that the army was separated for near twelve days, one half being above the Rapids, the other below them.

During

* This is supposed to be the gentleman who was sent express by the Admiralty to Admiral Boscawen, at Portsmouth, when he was on the point of sailing to North America, in 1758, to attack Louisburg. See North America, 1758.

During this disagreeable interval, General Murray landed some of his troops every day on the south shore. He published a manifesto, assuring the inhabitants, that all who did not quit their habitations, and appear in arms, should be protected, and meet with no molestation. The *Penzance* was stationed below the Rapids, she drawing too much water to proceed higher up. On the 27th, a fresh and favourable gale sprung up; so that the *Diana* with the troops below got through, and joined their friends above the Rapids.

Had the enemy placed some armed ships at the upper end of the Rapids of Richelieu, and provided some smaller ones, filled with combustibles, ready to send down among our ships as soon as they entered them, it would have been next to an impossibility for our people to have forced a passage through the Rapids; and, to have reached Montreal by marching up the south shore, would have been a tedious and difficult task.

On the 8th of August, the fleet passed by *Trois Rivières*, which the enemy had made as strong as time and circumstances would admit of; and having removed a strong boom, laid across the river by the enemy to obstruct the navigation, they, on the 12th, anchored off *Sorrel*, at which place the enemy had a strong post, defended by a large body of regular troops, under the command of M. de Bourlemaque; which were designed to prevent a junction being formed by the army under General Murray, and that under Colonel Haviland. The *Diana* was stationed below *Trois Rivières*, to keep open the communication with *Quebec*.

M. Dumat, who had attended to General Murray's motions all the way up the north shore from *Jacques Cartier*, having with him a corps consisting of the piquets of the French army, the light cavalry, and some Canadians, amounting in all to near three thousand men, now cantoned his corps between *Trois Rivières* and *Montreal*. Lord Rollo, with the troops from *Louisburg*, followed General Murray up the river with all the dispatch in his power. His little fleet was conducted by Lieutenant Garnier of the Navy, whom Lord Colvill had sent on purpose. About a league from *Trois Rivières*, he received a

verbal message from General Murray, by Lieutenant Cock of the Navy, who being a senior officer to Mr Garnier, insisted on taking charge of the fleet, and of conducting it up the river: Lord Rollo would not interfere in the dispute, but only said, if he did so, he must abide by the consequences.

The river divides into two channels near to Trois Rivières; and by the southermost Lieutenant Garnier meant to have conducted the fleet. Lieutenant Cock was of a contrary opinion, and chose the channel close by the town; in passing of which, the fleet was fired very smartly upon from their batteries, by which Lieutenant Malcolm of the twenty-second regiment had his leg shot off, and several men were killed. General Murray made good his landing on the island of St Ignatius, and was there joined by Lord Rollo, and the troops under his command.

The Chevalier de Levis now took the command of the French troops at Sorrel, to watch the motions of the Quebec army. General Murray sent detachments down the river, and chastised some parishes who had taken up arms, after having taken the oaths of neutrality. Their habitations being deserted, General Murray gave orders to burn them. In his letter to Mr Secretary Pitt, he humanely laments being compelled to use this violence; saying, "My nature revolts when this becomes "a necessary part of my duty."

Let us now take a view of the operations of the army under the Commander-in-chief. The grand rendezvous of this army was at Oswego, where a royal dock-yard was established, and a number of ship-carpenters set to work to build gallies and a ra-deau, while the soldiers were busied in building a fort to contain six hundred men. The whole force, on this expedition, was near twelve thousand men. The grenadiers and light infantry of the army were formed into separate corps. The command of the former was given to Lieutenant-Colonel Masséy, and of the latter, to Lieutenant-Colonel Amherst. On the 14th of July, our two war snows from Niagara appearing in sight of Oswego, the General sent off an officer to Captain Loring, with orders for him to proceed in search of the enemy's vessels, which he had intelligence were cruising on the lake. On the 20th,

these

these vessels appeared in sight of Oswego, Captain Loring not having fallen in with them. On this, the General dispatched a boat in search of the Captain, with orders for him to attack the enemy immediately. By the 25th, the army was assembled; and all matters being arranged, on the 5th of August, the General gave orders for the army to hold itself in readiness to embark.

On the 7th, the grenadiers, the first battalion of Royal Highlanders, and two companies of rangers, embarked; and were detached under the command of Colonel Haldimand, to take post at the bottom of the lake, and to assist Captain Loring in finding the proper channel for proceeding down the river St Lawrence. The army was escorted by five row-gallies, each carrying a twelve pounder; and a radeau, carrying a twenty-four pounder. On the 10th, all the regulars embarked; and in order to avoid the confusion resulting from such a number of batteaux and other boats and small craft, the General pushed forward with them, leaving orders with Brigadier-General Gage to embark the remainder, and follow as soon as possible.

A garrison and a number of artificers were ordered to be left at Oswego, where an hospital was established. From the strict discipline which the General caused to be observed, and the orders he gave out, our Indian allies began to grow tired of the service, as they had no prospect of having an opportunity of gratifying their natural disposition with murder and devastation; so that, when the army embarked, their numbers were diminished from thirteen hundred and thirty, to six hundred and six. From the number of troops left in garrison at Oswego, the sick in the hospital, and the desertion of the savages, the army was now reduced to about ten thousand five hundred men.

Bad weather obliged General Amherst, with his corps, to put into a small creek at night; in doing of which, an artillery boat was lost on the bar at the entrance of it. The weather becoming more moderate, he proceeded, at noon on the 11th, for the river de la Mothe; where he was joined by General Gage with the provincials on the 12th, when the army landed. It embarked the next morning, and, without meeting any accident, joined

ed the advanced corps under Colonel Haldimand, who had taken post on a spot at the head of the river St Lawrence. That day the army passed by our two war vessels, when Captain Loring, not having found the right channel of the river, the General resolved to proceed without them. The 16th, the advanced guard of the army arrived late at Point de Baril, from whence one of the enemy's brigs appeared in sight; and by intelligence which the General received from an Oswegatchie Indian, he was informed, that one of the enemy's brigs lay aground near La Galette; and that another brig lay at anchor in the river, not far off. The General resolved to attack the latter with the row-gallies; and Colonel Williamson requested leave to lead the attack, to which the General assented.

The night being very dark, this attack was postponed till the 17th, when the army moved on, and soon came in sight of the enemy's vessel, which endeavoured to escape up the river. Colonel Williamson and the five gallies immediately made towards her. She cannonaded them with great briskness as they advanced. When the gallies got to the proper distance for engaging, the wind died away, which was of great service to them; as they were thereby enabled to point their fire with the greater exactness. Colonel Williamson was rowed in a small boat to the different gallies, and directed the attack.

The General had ordered Colonel Grant, with three hundred men, to advance and board her; but before this order could be executed, she struck. The action lasted two hours and a quarter. She was called the *Outawa*, mounted one eighteen pounder, seven twelve pounders, and two eight pounders; had on board one hundred men; was about one hundred and fifty tons burden, and was commanded by M. la Broquerie.

The General was so extremely well pleased with the conduct of Colonel Williamson on this occasion, that he named the prize the *Williamson*, and gave the command of her to Lieutenant Sinclair. The gallies fired one hundred and eighteen rounds; the brig fired seventy-two. We had a serjeant of artillery killed, and one man wounded: the enemy had three killed, and twelve wounded. The army reached *Swegatchie*, or

La

La Galette, and encamped; from whence the General sent engineers to reconnoitre Fort Levis on Isle Royale, and the islands near it. The army was ready to move on at day-break on the 18th; but the gallies had not yet completely refitted the damages they sustained in the action. The engineers did not return till near ten o'clock in the forenoon; and, from the report they made, the General did not find it necessary to make any alterations in his plan for attacking the fort on Isle Royale.

The weather was very bad; but as soon as it cleared up, the General ordered the army to move on. A small vessel of the enemy's, together with four or five row-gallies, each having a four-pounder on board, came in sight; but on our gallies making towards them, they retired under protection of the fort. The disposition made for investing the fort, was as follows—The General took with him the eightieth regiment, three row-gallies, the light infantry, grenadiers, first brigade of regulars, Schuyler's regiment of provincials, and the greatest part of the Indians who were with Sir William Johnson, and some light field pieces. They were to row down by the north shore, pass the fort, and take possession of the island and coasts below it; whilst two companies of rangers, two row-gallies, the second brigade of regulars, Lyman's regiment of provincials, with the remainder of the Indians, under the command of Colonel Haldimand, were to row down the south shore, to take post opposite the fort, where they were under cover. The other provincial regiments, and the heavy artillery remained at Swegatchie, under the command of Brigadier-General Gage. The Williamson brig was ordered to sail down in the middle of the river between the two columns, and to anchor at random-shot from the fort.

The enemy kept up a brisk cannonade from the fort, on the column that rowed by the north shore, the row-gallies, and the Williamson brig; by which one row-galley was sunk, and several boats and oars were struck with their shot: on this occasion, we had two men killed, and eight or nine wounded. As the boats were ordered to keep at a considerable distance from each other, the column was of great length, and the last boat

did not arrive till eleven o'clock at night, when the place was completely invested.

Isle Galot, and L'Abbé Piquet's island, were found abandoned. The enemy had fled with great precipitation, as in their houses some scalps were found, which they had taken on the Mohawk river, with tools and utensils of various kinds, two swivels, some barrels of pitch, and a great quantity of iron. The Indians, on finding the scalps, burnt the chapel, and all the houses. Endeavours were used this night to weigh the row-galley, but without effect.

On the 19th, the General and engineers reconnoitred the fort, and pitched on proper spots for erecting batteries against it, viz. one on each of the two islands nearest the fort, and one on a point of land on the south shore. They were to be mounted with sixteen pieces of cannon, twenty-four and twelve-pounders, one ten-inch mortar, and two howitzers; and the work was set about immediately. The fort fired on the Williamson, which Lieutenant Sinclair smartly returned; but the General sent him word to avoid, rather than keep up the cannonade.

In the afternoon, our two snows appeared, and the General sent orders to Captain Loring to anchor at random-shot from the fort, and avoid firing. The row-galley was weighed up in the night; the gun was found to be damaged, but not rendered unserviceable. The fascines and materials for the batteries being in great forwardness, the heavy artillery was ordered down from Swegatchie in the night, with all the troops there, except one of the Connecticut regiments, which was ordered to take post at that place. On the 23d, all the batteries opened on the fort; and their fire soon obliged the enemy to draw in some of their guns.

The General, that he might lose as little time before the place as possible, formed a plan to carry it by assault. For this purpose, the three vessels were ordered to fall down the stream, and anchor as near the fort as they could, their tops being manned with good marksmen, to prevent the enemy from making use of their guns. The grenadiers were then to be rowed

in, and landed with their scaling-ladders, whilst the light infantry were to keep firing into the embrasures, and on the works. These orders the troops received with great cheerfulness, and prepared to put them in execution with alacrity; but an accident happened, which obliged the General to postpone his intentions.

The *Williamson*, commanded by Lieutenant Sinclair, and the *Mohawk*, commanded by Lieutenant Phipps, punctually obeyed their orders, anchored near the fort, and gave and received a very strong fire. But Captain Loring in the *Onondaga*, not taking the same course, ran aground. The two first vessels, not being properly supported, were very roughly handled. The *Williamson* had a plank started, and was obliged to retire to one of the neighbouring islands to get it repaired; and as all the enemy's fire was now aimed at the *Mohawk*, she was in danger of being sunk, which compelled Mr Phipps to order his cable to be cut, and come off.

The enemy seeing the distress of the *Onondaga*, poured all their fire on her; and although within four hundred yards of our batteries, Captain Loring struck his colours, and sent his master on shore to the enemy, who endeavoured to take possession of her; but Colonel Williamson observing this, ordered one of the batteries to be pointed against them. The fire from it obliged them to desist from their design, and to retire to the fort, with the loss of some of their people. The General then ordered Lieutenant Sinclair from the *Williamson*, and Lieutenant Pennington, with a detachment of troops, to go on board the *Onondaga*. This they immediately did, with the most undaunted resolution, and again hoisted the colours: but all their endeavours to get off the vessel proving ineffectual, they, by order, abandoned her about midnight.

Perhaps this accident was not so unfortunate as was at first imagined. It probably was the means of saving much blood, which must have been spilled in assaulting the fort; since on the 25th, M. Pouchot, Commandant of the garrison, beat the chamade; and demanding what terms he might expect, was answered, That the fort must be immediately surrendered, and

the garrison made prisoners of war, only ten minutes being allowed for a reply. The terms were accepted within the limited time; and Colonel Maffey*, with three companies of grenadiers, took possession of the place. (See Note 163.)

The loss sustained by the British before it, was twenty men killed, and nineteen wounded. Our first shot killed the enemy's officer of artillery; they lost eleven men afterwards, and had about forty wounded†. What row-gallies and boats they had, were delivered up with the fort. The pilots found in Fort Levis, were all detained, in order to conduct the army down the river. The garrison were sent to New York. The General changed the name of Fort Levis to Fort William Augustus.

When the place submitted, the British Indians prepared to enter it, with an intention to tomahawk and butcher the garrison. The General having notice of their intentions, sent to Sir William Johnson, praying him to persuade them, if possible, to desist; at the same time assuring him, if they offered to enter the fort, he would order them to be fired on. The stores of the place, he said, should be delivered up to them, his army not wanting what few blankets might be found there.

This message had its proper effect, and saved the unfortunate garrison; but it in a great measure alienated the affections of these savages, insomuch, that Sir William Johnson informed General Amherst, that he was apprehensive, from their extreme disgust, that they would quit the army, and retire to their respective homes. To this General Amherst replied, that "he believed he had sufficient force for the service he was going on, without their assistance: he wished to preserve their friendship, but could not think of purchasing it at the expence of countenancing the horrid barbarities they wished to perpetrate." And added, "If they quitted the army, let them take care not to commit any act of cruelty on
" their

* Afterwards General Maffey, and in 1800 created Lord Clarina in Ireland.

† Vessels taken at Fort Levis:—Two vessels behind the island, filled with water.—Five small row-gallies; each of them had one gun, viz. three of them one three-pounder each, and two of them one four-pounder each.

“ their way home ; for if they did, he would certainly chastise “ them.”

Upon this, all the savages, except about one hundred and seventy, went peaceably home : these continued faithful, proceeding with the army to Montreal ; and when the campaign was ended, each of them received a silver medal from General Amherst, that they might be known at the British posts, and receive every token of friendship, that their fidelity and humanity deserved. Had the enemy observed a similar conduct in all their military exploits in this country during the war, their achievements would not have been stained with the murder of women and children, infamously put to death in cold blood.

From the surrender of Fort Levis, to the 31st, the army was employed in levelling the batteries, and repairing the fort, the batteaux, and other vessels ; in landing stores and provisions for the new garrison, which consisted of two hundred men ; and in erecting an hospital for the sick and wounded. About noon, the General, with the first division of the army, embarked ; rowed down the river twenty-four miles ; and, passing the first Rapids, encamped that evening on the Isle au Chat.

On the 1st of September, he passed the Long Saut ; but had the precaution to march covering parties along the shores. This was a disagreeable, as well as a dangerous operation. The boats were obliged to row in single file, and at a distance from each other, which took up a considerable deal of time, though the current of the river was violent ; and the Rapids being full of broken waves, the batteaux took in water, and a corporal and three men of the Royal Highlanders were drowned. The army reached Johnson's Point, fourteen miles from Isle au Chat, and there encamped.

The General sent parties down to Lake St Francis ; and Sir William Johnson went with his Indians to an Indian village called Asquesashna, to assure them of protection, if they behaved well. On the 2d of September, General Gage joined the second division of the army ; when the whole rowed twenty-four

ty-four miles down lake St Francis, and encamped at Point de Baudet; at which place the Chevalier de la Corne had been with a party a short time before. At night, very bad weather came on; but the boats were luckily sheltered in coves.

The weather still continuing bad, the army halted on the 3d; and on the 4th, at day-break, they were all in their boats. The navigation of this day was beyond imagination dangerous; and even the enemy, who were well acquainted with the intricacies of the river, deemed the General's attempt to pass the Rapids with an army impracticable. Had they been prepared with row-gallies and gun-boats, carrying heavy metal, to dispute his passage, and had attacked the army while in the midst of the rifts and broken water, or before it was formed, immediately on passing the Rapids, they, in all probability, would have rendered this part of the expedition against Montreal abortive. General Amherst, however, aware of this, did all that lay in his power to prevent it.

Taking with him the light infantry, grenadiers, rangers, the battalions of regulars, the row-gallies, and some light artillery, and ordering General Gage to follow him with the rest of the army, he pushed through, but not without loss. Forty-six batteaux, seventeen whale-boats, and one row-galley, were either wrecked or sunk, whereby eighty-four men were unfortunately drowned; and a few pieces of ordnance, some stores and provisions were lost. Great as this misfortune may seem, it is trifling to what an opposition from the enemy would have been in this dangerous passage; and their neglect in seizing this opportunity, can only be accounted for by the advancing of the armies under General Murray and Colonel Haviland towards Montreal, as, in the absence of the troops, the place must have submitted to the army who first appeared before it.

The great art of passing these Rapids on rifts †, consists in managing

† These Rapids are four in number, viz. *Cotau de lac*; *Hattures des Cedres*; *Briffon*; and *Trou et la Cascade*. The two last are extremely tremendous and dangerous.

managing the boats so as to keep at a proper distance from each other.

On the 4th, General Amherst, with the troops he had with him, rowed down the river to Isle Perot, where he encamped; and, early on the morning of the 5th, he was joined by General Gage, and the remainder of the army. Here the army remained all that day, repairing the batteaux and boats. When General Amherst, with the troops, landed here, the inhabitants fled, and concealed themselves in the woods. Some were taken; while others observing that no violence was offered to their habitations, came in, took the oath of neutrality, and were put in quiet possession of their houses; at which they were not less pleased than astonished. They admired the exact discipline of our army, particularly the manner in which the Indians were kept within bounds, as they were under the greatest apprehension from them. Conscious, indeed, of their own former bloody enormities, they had little expectation that their crimes would have been so easily forgiven, and themselves treated with so much clemency.

On the 6th, at day-break, the army embarked, and soon after proceeded about four leagues down the river, along the south shore, in four columns; and in a few hours landed at La Chine, on the island of Montreal, (See Note 163.), about three leagues from the city of that name. The enemy made no opposition, but fled towards the town, breaking down a bridge as they retired, to retard the march of the troops as much as possible. The General pushed on with the greatest part of the army that day, and invested Montreal. In the course of the day he got up two twelve-pounders, five six-pounders, and five three-pounders of light artillery. The army lay on their arms all night.

Here we will leave the Commander in Chief, and take a view of the progress of the army under Colonel Haviland, whose force did not exceed three thousand five hundred men. (See Note 161.) On the 11th of August, this little army embarked at Crown Point, where Colonel Haviland left Colonel Forster of the Royal regiment to command, and proceeded
down

down Lake Champlain. On the 16th, they disembarked, and encamped on the left bank of the river Richelieu, a little way above Isle au Noix. Here Colonel Haviland erected three batteries of cannon, and one of mortars; which, on the 24th, were opened against the fort the enemy had there, and played with such success, that M. de Bougainville, the Commandant, who had there a considerable force, retired on the 27th, leaving an officer and thirty men to capitulate, who were made prisoners.

M. de Bougainville likewise abandoned Fort St John, and Fort Chamblée, and retreated to Montreal; of which two forts Colonel Haviland immediately took possession; and, soon after, of Longuille, and of the island of St Therese, in the neighbourhood of Montreal. From this last, Colonel Haviland dispatched an officer to General Amherst, who found him at Isle Perot.

On the 7th, General Murray landed with his army at the lower end of the parish of Point au Tremble, on the island of Montreal, from whence it is distant about ten miles; and, the same day, Colonel Haviland arrived on the south bank of the river St Lawrence, opposite to Montreal.

It is not a little remarkable, that three armies, whose operations were so extremely distant from each other, should all of them have completely accomplished the services they were sent to perform, and then to rendezvous, almost within the space of thirty hours of each other, at a particular spot, so as to be able to form a junction, and co-operate in completing the grand and ultimate object of all their operations. General Amherst seemed highly sensible of the merits of the leaders of the two assisting armies; for, in his letter to Mr Secretary Pitt, he says, "I should do injustice to Governor Murray, and Colonel Haviland, if I did not assure you, they have executed the orders I gave them to the utmost of my wishes: and to Brigadier-General Gage, I am greatly obliged."

In the morning of the 7th, two French officers came to one of the out-posts, and requested to be conducted to the Commander in Chief. This was immediately complied with; when they

they presented to him the following letter, from the Marquis de Vaudreuil, Governor-General of Canada.

"SIR,

" *Montreal, September 7th, 1760.*

" I send to your Excellency, M. de Bougainville, Colonel of foot, accompanied by M. de Lac, Captain in the regiment de la Reine. You may rely on all that the said Colonel shall say to your Excellency in my name.

" I have the honour to be,

" With the highest consideration, &c.

" VAUDREUIL.

" *His Excellency Major-General Amherst, &c.*"

The consequence of this interview was, a cessation of hostilities until noon; at which time, M. Vaudreuil sent out the terms on which he proposed to capitulate. General Amherst sent them back, together with a copy of the terms he resolved to grant, accompanied with the following letter:—

"SIR,

" *Camp before Montreal, September 7th, 1760.*

" I am to thank your Excellency for the letter you honoured me with this morning, by Colonel Bougainville; since which, the terms of capitulation which you demand, have been delivered to me. I send them back to your Excellency, with those I have resolved to grant you; and there only remains for me to desire, that your Excellency will take a determination as soon as possible, as I shall make no alteration in them. If your Excellency accepts of these conditions, you may be assured, that I will take care they shall be duly executed; and that I shall take a particular pleasure to alleviate your fate as much as possible, by procuring to you and to your suite, all the conveniencies that depend on me.

" I have the honour to be, &c.

" JEFF. AMHERST.

" *His Excellency the Marquis de Vaudreuil, &c.*"

This was followed by the following letter from the Marquis de Vaudreuil, to General Amherst.

“ SIR,

“ *Montreal, September 7th, 1760.*

“ I have received the letter your Excellency has honoured me with this day, as well as the answer to the articles which I had caused to be proposed to you by M. de Bougainville.

“ I send the said Colonel back to your Excellency; and I persuade myself, that you will allow him to make by word of mouth, a representation to your Excellency, which I cannot dispense with myself from making.

“ I have the honour to be, &c.

“ VAUDRUEIL.”

As General Amherst had come to the fixed resolution not to deviate in the least from the terms he had prescribed for the surrender of the colony of Canada, he declined seeing M. de Bougainville, but sent Major Abercrombie, (one of his Aid-du-camps), to receive the letter he brought; to which he returned the following answer:—

“ SIR,

“ *Camp before Montreal, September 7th. 1760.*

“ Major Abercrombie has this moment delivered to me the letter with which your Excellency has honoured me, in answer to that which I had addressed to you, with the conditions on which I expect that Canada shall surrender. I have already had the honour to inform your Excellency, that I shall make no alteration in them. I cannot deviate from this resolution. Your Excellency will therefore be pleased to take a determination immediately, and acquaint me in your answer, whether you will accept them or not.

“ I have the honour to be, &c.

“ JEFF. AMHERST.

“ *His Excellency M. de Vaudreuil, &c.*”

The Governor-General, finding that he could not prevail on General Amherst to make any alteration on his terms, the Chevalier de Levis, Commander in Chief of the French troops in Canada, wrote the following letter to his Excellency General Amherst.

" SIR,

" *Montreal, September 7th, 1760.*

" I send your Excellency, M. de Lapause, Assistant Quarter-Master-General to the army, on the subject of the too rigorous article which you impose on the troops by the capitulation, and to which it would not be possible for us to subscribe. Be pleased to consider the severity of that article.

" I flatter myself, that you will be pleased to give ear to the representations that officer will make to you on my part, and have regard to them.

" I have the honour to be, &c.

" LE CHEVALIER DE LEVIS

" *His Excellency Major-General Amherst.*"

When M. de Lapause perceived that General Amherst had perused the letter he had brought from the Chevalier de Levis, he was endeavouring, with all the rhetoric he was master of, to state the grievance of which the Chevalier complained; when the General, desiring him to be silent, told him, " That on account of the infamous part which the troops of France had acted, in exciting the savages to perpetrate the most horrid and unheard-of barbarities during the whole progress of the war, and for other open treacheries, as well as flagrant breaches of faith, he was resolved to manifest to all the world, by this capitulation, his detestation of such ungenerous practices, and his disapprobation of their conduct: he was therefore determined to decline listening to any farther remonstrances on this subject."

The General having thus explained the noble motives on which he acted, dismissed M. de Lapause, with the following letter to the Chevalier de Levis.

SIR,

“ SIR,

“ The letter which you have sent me by M. de Lapause, has
“ this instant been delivered to me. All I have to say in an-
“ swer to it is, That I cannot alter, in the least, the conditions
“ which I have offered to the Marquis de Vaudreuil; and I ex-
“ pect his definitive answer, by the bearer, on his return. On
“ every other occasion, I shall be glad to convince you of the
“ consideration with which I am, &c.

“ JEFF. AMHERST.

“ *M. le Chevalier de Levis.*”

Soon after, the Governor-General sent out an officer, with the following letter to General Amherst.

“ SIR,

“ *Montreal, September 7th, 1760.*

“ I have determined to accept the conditions your Excellen-
“ cy proposes. In consequence whereof, I desire you will
“ come to a determination with regard to the measures to be
“ taken relative to the signing of the said articles.

“ I have the honour to be, &c.

“ VAUDREUIL.

“ *His Excellency General Amherst.*”

To which letter, General Amherst returned the following answer.

“ SIR,

“ *Camp before Montreal, September 8th, 1760.*

“ In order to fulfil so much the sooner on my part, the exe-
“ cution of the conditions which your Excellency has just de-
“ termined to accept; I would propose, that you should sign the
“ articles which I sent yesterday to your Excellency, and that
“ you would send them back to me by Major Abercrombie,
“ that a duplicate may be made of them immediately, which I
“ shall sign, and send to your Excellency.

“ I repeat here the assurances of the desire I have to procure to
“ your

“ your Excellency, and to the Officers and troops under your
 “ command, all possible conveniencies and protection. For
 “ which purpose, I reckon that you will judge it proper that I
 “ should cause possession to be taken of the gates, and place
 “ guards immediately after the reciprocal signature of the capi-
 “ tulation. However, I shall leave this to your own conveni-
 “ ence; since I propose it only with a view of maintaining
 “ good order, and to prevent, with greater certainty, any thing
 “ being attempted against the good faith and terms of the ca-
 “ pitulation; in order to which, I shall give the command of
 “ these troops to Colonel Haldimand, who, I am persuaded,
 “ will be agreeable to you.

“ I have the honour to be, &c.

“ JEFF. AMHERST.

“ *His Excellency Marquis de Vaudreuil, &c.*”

The same day, the General sent another letter to the Marquis de Vaudreuil, as follows:—

“ SIR,

“ *Camp before Montreal, September 8th, 1760.*

“ I have just sent to your Excellency, by Major Abercrom-
 “ bie, a duplicate of the capitulation which you have signed
 “ this morning; and, in conformity thereto, and the letters
 “ that have passed between us, I likewise sent Colonel Haldi-
 “ mand to take possession of one of the gates of the town, in
 “ order to enforce the observation of good order, and prevent
 “ differences on both sides.

“ I flatter myself that you will have reason to be fully satis-
 “ fied with my choice of the said Colonel on this occasion.

“ I have the honour to be, &c.

“ JEFF. AMHERST.

“ *His Excellency Marquis de Vaudreuil, &c.*”

Colonel Haldimand accordingly went into the town, took possession of the gates, and proceeded to the parade; where the second battalion of the regiment of La Reine, the second batta-

lion of the regiment of La Sarre, the second battalion of the regiment of Royal Roussillon, Languedoc, Guienne, and Bearn, with the second and third battalions of the regiment of Berry, and two of De la Marine, or colony troops, were drawn up, amounting to four thousand and eleven men; when he saw them *lay down their arms*, agreeable to the terms of capitulation. He then demanded the colours of each battalion and regiment. Their reply to this was curious;—That although the several regiments had brought their colours with them from France, they had, finding them troublesome and of little use in this woody country, destroyed them. This answer being repeated to General Amherst, he insisted that the Marquis de Vaudreuil, and the Chevalier de Levis, should affirm this to be truth, on their words of honour. This they immediately did.

The destruction of the colours of the different regiments, was a measure the enemy had very recently adopted; for, so late as the 28th of April, several of the French regiments were seen with colours at the battle near Quebec. The enemy restored two stand of colours belonging to the late regiments of General Shirley and Sir William Pepperel, taken at Oswego in 1756. The other two stand of colours had been hung as trophies in the cathedral of Quebec, and were destroyed with that church, during the siege of that city in 1759.

General Amherst, on the 13th of September, detached Major Rogers, with two companies of Rangers, and a detachment of the royal regiment of artillery, to take possession of all the posts the enemy had upon the Lakes. He was only able to reach Detroit, which M. Delatre delivered up directly; but, the season being too far advanced for his proceeding to Michilimackinack, he remained at Detroit during the winter; and, as soon as the Lakes were navigable, set out, and took possession of all the French posts in the government of Canada.

Whilst General Murray was proceeding up the river to Montreal, he sent orders to Colonel Frazer, whom he had left Commandant at Quebec, to embark with a detachment, and to attack the fort the enemy had left at Jacques Cartier. This he immediately did; and, landing near that place, took possession

of

of a rising ground which entirely commanded the place. He sent a summons to the Governor to surrender; but he returned for answer, that he would defend the place to the last extremity. On this, some mortars began to play on the fort, and a battery was also in great forwardness, when the Marquis de Albergotti changed his resolution, and offered to surrender; which he did at discretion. The condition of the place but ill suited with the Marquis's pompous threat: for, in it, there were found only a few very indifferent guns, little ammunition, and scarce any provisions, except a little live stock, and a garrison of about one hundred men, including fifty of the militia.

The enemy had a number of small privateers, which greatly interrupted the navigation of the river. These took shelter in small creeks and bays, chiefly on the north shore of the river St Lawrence, where the large ships of war could not come at them; and from whence they sallied forth when they saw any defenceless vessels going up or down it. In the river Sangue-ney, above Tadoufac, there was a great number of these vermin. Lord Colvill sent some small ships of war, and a number of armed schooners, with orders to search every creek and bay, from the mouth of the river to Quebec; when, after much trouble and fatigue, they had the good fortune to take or destroy them all, and to retake many of the vessels of which they had made prizes. The succours which the French destined to the aid of their North American colonies, did not arrive in the river St Lawrence, until Lord Colvill and his squadron had entered it. This intelligence was communicated to them by the master of a vessel which was taken by one of the frigates that escorted the store-ships from France. On this they determined to retire up the Bay de Chaleur, a place but little known, hoping to get intelligence conveyed overland to the Marquis de Vaudreuil, of their disagreeable situation, while they must necessarily wait his orders there.

A Rictigouchi Indian, however, informed Lord Colvill, at Quebec, that the ships containing the before-mentioned succours, were at the French settlement in Chaleur-bay; on which he detached the Prince of Orange, Rochester, and Eurus, with

some small armed vessels, under the command of Captain Wallis, to the place described by the Indian, to take or destroy them.

At the same time, another Indian having arrived, conveying the like information to the Governor of Louisburg, and stating, that there were two fifty gun ships, three frigates, and a great many schooners, in the Bay de Chaleur; the Governor directly communicated this intelligence to Commodore Byron, who thought any opportunity which presented itself of crushing the French naval power, ought not to be neglected. He accordingly sailed with his squadron, (See Note 162.) and got into the bay the 24th of June; but was surprized to find only the Machault of thirty-two guns, the Bienfaisant of twenty-two, and the Marquis de Marloze of sixteen, with a number of small vessels.

The Commodore having been separated from his squadron, arrived some time before the rest of his ships. As soon as he made his appearance, the enemy landed what few troops they had brought out with them, and erected a battery to endeavour to prevent the Fame from getting farther up the bay. This gave a good deal of interruption to the boats employed in sounding; but this business being finished, the Commodore proceeded up the bay, and bringing his broadside to bear on the battery, poured such a heavy fire on it, that the enemy abandoned their works, and fled with their ships to the upper end of the bay, where they had a considerable settlement. Here they thought themselves secure; as, for want of a sufficient depth of water, large ships could not follow them; but, not trusting altogether to that, they set to work, and erected two batteries on opposite points of land, which projected into the bay. The entrance between them being very narrow, they placed the Machault and Bienfaisant in such a manner, as to bear upon it with their broadsides, and seemed resolved to make an obstinate defence.

The remainder of the squadron being now arrived, the Commodore determined to lose no time in attacking them. He put an additional number of men on board of the Repulse and Scarborough, and one hundred men on board of a schooner carrying

ing four guns, six pounders; while, with the boats of the squadron, he warped the frigates close up to their batteries, notwithstanding that they all the while kept up a warm cannonade upon them. The frigates soon silenced their weakest battery; after which, they brought their broadsides to bear on the strongest one, and on the enemy's ships; when, after a very hot action of some hours, the *Machault* struck her colours; but, before our people could take possession of her, the enemy set her and the *Bienfaisant* on fire, and landed all their crews. They had about seventy British prisoners confined on board the *Marquis de Marloze*, who dreaded every moment that the ship they were in would share the fate of the others, as the enemy had abandoned her, and carried off all her boats. With the greatest difficulty these unfortunate people forced open the hatches; which the enemy perceiving, they had the barbarity to fire on them from the shore; but fortunately, the distance was too great for musketry to do execution. In this disagreeable situation did they wait till it grew dark, when one of them swam on board the *Repulse*, and gave information of their condition.

On this, the boats were ordered to be manned and armed, and, under cover of the fire of the frigates, passed the enemy's battery, and reached the *Marquis de Marloze*; took out the prisoners, and set the ship on fire. The enemy now fled from their works into the woods; and next day, the village, which consisted of upwards of two hundred houses, with the prize ships and small craft, together with the whole settlement, were effectually destroyed. In this action, we had twelve men killed, and the same number wounded. By a deserter, it was learned, that the enemy had thirty men killed, and many more wounded. As Commodore Byron was coming down the bay de Chaleur, on his return to Louisburg, he met the squadron under the command of Captain Wallis, which had been detached by Lord Colvill, to perform the service that he had just been upon. As soon as Louisburg was dismantled, Mr Byron and his squadron returned to England, taking the miners with him.

Major Barré was selected by the Commander-in-chief to be the bearer of his dispatches to Mr Secretary Pitt. And as Cap-

tain Deane, of the *Diana*, had conducted the fleet from Quebec to Montreal, to the entire satisfaction of every one; and indeed the very important services which he had rendered his country during the whole of this campaign, appeared in so conspicuous a light to Generals Amherst and Murray, that they were induced to request of Lord Colvill to appoint him to be the bearer of his Lordship's dispatches to the Secretary of State. Nothing could be more agreeable to Lord Colvill's inclinations; and he was sent home with them accordingly. His Majesty received both Captain Deane and Major Barré in the most gracious manner, and was pleased to order the sum of five hundred pounds to be given to each of them to buy a sword.

His Majesty's ship the *Eurus*, of twenty guns, commanded by Captain John Elphinstone, being on a cruize, was overtaken by a severe storm, and wrecked near the mouth of the river St Lawrence: the crew were saved.

MEDITERRANEAN.

VICE-ADMIRAL SAUNDERS was appointed to command his Majesty's fleet in the Mediterranean, and sailed from England in the month of April. (See Note 164.) His Majesty, in the year 1759, sent Captain Milbank of the *Guernsey*, as his Ambassador to the Emperor of Morocco, in order to treat for the ransom of the crew of his Majesty's ship the *Litchfield*, wrecked on the coast of Africa in 1758, which he got settled; and at the same time stipulated for the release of all other his Majesty's subjects, then in captivity. The sum required was 225,000 hard dollars, which was accordingly paid, and the people delivered up to him. Captain Barton, the Commander of the *Litchfield*, was soon after appointed to the command of the *Temeraire* man of war of seventy-four guns.

Admiral Saunders having intelligence that the French were preparing some ships at Toulon, sailed from Gibraltar the 24th of June, in hopes of falling in with them. He sent the *Vestal* along the Spanish, and the *Valeur* along the Barbary shore, to recon-

reconnoitre all the bays and harbours as they passed; while himself, with his squadron, steered a middle course, so as to be ready to act as exigencies might require. The two frigates, not having discovered any thing of the enemy, joined him off Minorca. The Admiral then steered for Toulon; and by disguising one of his frigates, he decoyed off a pilot-boat, from the master of which he learned, that the French squadron, consisting of two ships of sixty-four, two of fifty guns, and two frigates, had sailed about fifteen days before, having on board an Ambassador for Constantinople. On this information, Admiral Saunders detached Captain Palliser, with the Shrewsbury, Somerset, Dunkirk and Preston, and the Shannon, Pallas, Vestal, and Kennington frigates in search of the enemy. The Pallas chased one of the enemy's ships, of much superior force, into the Morea; while Captain Palliser blocked up the remainder in a port in the isle of Candia for several months, by which means he prevented the enemy from giving any annoyance to our trade. But his ships growing foul, he was obliged to relinquish his station, and bear away for Gibraltar to refit.

The enemy finding the seas clear, stole back to Toulon. The Thetis and Rainbow took the Victoire privateer of Marseilles, of twenty-four guns. The Cygnet took the Jupiter, a French privateer of eighteen guns, and one hundred and thirty-five men. The Quebec took the Phoenix, a French privateer of eighteen guns, and one hundred and twenty-five men.

The diligence of Admiral Saunders was such, that from the time he made his appearance in these seas, the enemy's trade was reduced to a state of stagnation; while his attention to serve the allies of his country, kept pace with his inclination to distress her enemies.

When the subjects of Portugal were ordered to leave the Pope's dominions, he, judging that such Portuguese of distinction as might choose to return home, would repair to Leghorn for a passage, immediately sent an express to Civita Vecchia, to acquaint them, that a man of war should be ready at Leghorn to carry them to Lisbon. They accordingly repaired thither, and embarked on board the Jersey, which conducted them to

that port. A mark of attention with which his Most Faithful Majesty was extremely well pleased.

TRANSACTIONS AT OR NEAR HOME.

ALTHOUGH the expedition under the command of the famous M. Thurot failed from Dunkirk, in October 1759, yet as it did not reach the object of its destination, nor commence its operations until the beginning of this year, it now comes in course to be described. His force consisted of five frigates, manned with seven hundred and twenty-six sailors; and on board this little squadron were embarked thirteen hundred land-forces. (See Note 165.) these were commanded by M. Flobert, a Brigadier-General, and were intended to second the operations of the Duc d'Aiguillon, by landing in the north of Ireland, soon after he was supposed to have invaded the southern part of that kingdom. This armament may be considered as the last wreck of their grand plan of invasion, every branch of which was happily blasted and rendered abortive, through the vigilance of the Minister, and the activity and bravery of the officers who acted by his orders, and put his plans into execution.

On the 17th of October 1759, M. Thurot had the good fortune to make his escape from Dunkirk with his little squadron, in absence of the fleet under Commodore Boys, which, after blocking him up all the summer, had been forced, by a violent gale of wind, to retire to the Downs. His first rendezvous was Gottenburg in Sweden. Here he remained fifteen days, when, having taken in what stores he stood in need of, he proceeded to Bergen in Norway. On his voyage thither, he encountered a terrible storm; his fleet was separated; and the Begon, one of his ships, received so much damage, that she was obliged to return to France. Having repaired his squadron in the best manner he could at Bergen, he sailed from that port the 25th of December, with his four frigates, and proceeded round the Orkney Islands for his destination; when,

when, after a tempestuous voyage, and overcoming many difficulties, they got sight of the Irish coast on the 25th of January, intending to have made a descent near Londonderry: but the wind becoming contrary, and increasing to a storm, the ships separated, and were in great danger of being wrecked. The Blonde suffered much; four of her guns being obliged to be thrown over-board to ease the ship. The Amaranth could not find the squadron again; and, after suffering many hardships, and having been chased several times, arrived in great distress at St Malo.

M. Thurot's squadron was now diminished to three ships, all of which had suffered severely in this last storm: provisions were likewise becoming so scarce on board, that the men were reduced to short allowance. In this situation, the Captains of the Blonde and Terpsichore made the signal to speak with the Commodore. Being come on board, they requested him to return to France, as, from sickness and reduced numbers, they thought they could not fulfil the intention of the enterprize. This M. Thurot positively refused; but, in order to refresh the men, he agreed to put into the island of Isla as soon as possible: which on the 16th of February, they got sight of. The people on shore mistaking them for merchant ships who wanted pilots, Messrs M'Donald and M'Neil, in a small boat, went on board of the Commodore. They were immediately conducted into the great cabin, when they first discovered their mistake. M. Thurot treated them with great politeness, and assured them they had nothing to fear; for that all he wanted, was to be conducted into a safe harbour; and if the country people would furnish them with provisions, they should be paid for them in ready money. Mr M'Neil was sent on shore to let the people know this, and prevent their being alarmed.

In the evening, the ships were conducted into Claggencarrick bay, where they came to an anchor. Two French boats went, without orders, and plundered two sloops in the bay, one of them belonging to Mr M'Donald. When M. Thurot was informed of this, he was extremely displeased; and as his
people

people had carried off five tons of flour from the vessel, he insisted upon paying fifty guineas in lieu of it, although Mr M'Donald assured him that it was more than the value. The Marshal Belleisle being very leaky, they brought the ship to a heel, and continued at work on her and the other two ships all the time they were here. The enemy bargained for a supply of black cattle, at the rate of fifty shillings a head; and M. Flobert gave a draught on the French resident at the Hague, for the money. Very luckily for the merchants, they shewed the draught to M. Thurot, who assured them that it was not worth a farthing. He then went with them to M. Flobert, whom he upbraided for the meanness of his conduct, obliging him to pay them down fifty guineas in cash, and to give them a draught for the balance due to them on the King of France's banker at Paris, which he assured them would be duly honoured, and which they afterward found to be true. Other provisions which they procured, were paid for in ready money. While here, M. Thurot received the mortifying intelligence of M. Conflans' defeat by Sir Edward Hawke. At first, the French officers would not believe it; but they were soon undeceived; for Mr M'Donald having the Scots Magazine in his pocket, in which was an account of the action from the London gazette, they were convinced of its truth, and appeared very much dejected.

Notwithstanding the disagreeable certainty of the defeat of the grand fleet of France, the persevering Thurot resolved steadily to obey his orders, and to show himself worthy the command to which he had been elevated. The powers with which he was entrusted, appear to have been very ample. A great majority of the French officers were for landing here, and plundering the country. He assured them, if they did, that not a soldier of them should return on board the squadron he commanded; and that he would sail without them. But, lest his threats should not have due weight with them, he went to his bureau, and took out a paper, which was an order from the King of France, in which he positively commanded, that

no molestation should be given to the inhabitants, wherever they landed.

On the 19th of Februry, the enemy sailed from Isla, and next day anchored in Carrickfergus bay, opposite Killrute-point. In the town were four companies of the sixty-second regiment, commanded by Lieutenant-Colonel Jennings: these men were newly raised, and the companies far from being complete. The French ships were at first taken for a large frigate and two store-ships; but as they were seen to ply frequently from the ships to the shore, with boats full of men, Colonel Jennings sent an officer with a party to reconnoitre them, who soon returned and reported they were enemies. The Colonel directly beat to arms, when the militia as well as regulars assembled. Under escort of the former, he dispatched what French prisoners were at Carrickfergus to Belfast; and took all the precautions in his power to defend the place. M. Thurot landed as many seamen, as, with the soldiers, made up one thousand men. As soon as they had made good their landing, they seized on some horses, which their hussars mounted. M. Flobert with his troops then began his march for the town, from which he was distant about two miles and a half. Colonel Jennings posted his men to defend the gates of the town, to which their hussars now advanced. Unfortunately, our soldiers had but a few rounds of powder and ball. On the first fire, the enemy's advanced parties were checked, and forced to retire to their main body, who now divided, and attacked the North and Scots gates at the same time. Our men behaved with the greatest bravery, and repulsed the enemy; but their ammunition failing, they were forced to retire to the castle, where they defended themselves; and, notwithstanding their ammunition was all expended, they continued to annoy the enemy by throwing down bricks and stones on them as they advanced: but the French bringing up two pieces of cannon, with which they battered the gate of the castle, Colonel Jennings was obliged to capitulate, (See Note 165.), after doing his utmost to defend an old fortress little better than a heap of ruins.

As soon as the enemy were masters of the town of Carrickfergus, their Commanders demanded of the Mayor, provisions of all sorts, of which their fleet was in great want, otherwise the town, they said, should be plundered. The Magistrates not being able to comply with this request, they put their threat in execution, and found more provisions than they expected. They likewise made some prizes of vessels coming up the bay of Belfast, particularly two sloops, one laden with flour, and the other with herrings. The cargoes they put on board their ships, and then burnt the vessels. This trifling conquest cost the enemy very dear. They had several officers, and about thirty men killed. M. Flobert, with a good many other officers, and upwards of sixty men, being wounded; the former, and some of the men, were obliged to be left behind; for whose safety, M. Thurot took the Mayor and some other gentlemen along with him as hostages. Early on the 26th, they embarked their troops, after spiking up some iron cannon in the castle, and throwing what powder they found there into the sea; and next day set sail, in order to return to France.

This little armament occasioned a great alarm in Ireland. As soon as the account of the enemy's landing reached the Duke of Bedford, (then Lord Lieutenant of the kingdom) at Dublin, orders were given for marching a considerable body of horse and foot against them, under the command of the Earl of Rothes; and all the militia of the county of Antrim were ordered to assemble; so that if the enemy had not made a prudent retreat at the time they did, in a few days would have found it impossible to have regained their ships. The Duke of Bedford sent expresses to all the principal sea-ports, to inform the Captains of any of his Majesty's ships, who might happen to be there, of the enemy being on the coast. Luckily, at Kinsale, the express found three of his Majesty's frigates, viz. the *Æolus*, *Brilliant*, and *Pallas*, commanded by Captains Elliot, (now Admiral of the White) Logie, and Clements.

They lost not a moment, but put to sea instantly, and went in quest of the enemy, whom they found and defeated. The following

following account of the defeat was transmitted to the Duke of Bedford, a few day afterwards, by Captain Elliot.

“ MY LORD,

“ *Æolus, in Ramsay bay, February 29th, 1760.*

“ I had the honour to write you on the 26th instant, off Dublin, but very incorrectly, and in great haste. As I that minute had information from the fishermen, that the enemy were then at Carrickfergus, I made all the dispatch possible to attack them there, and got off the entrance of the harbour that evening ; but the wind being contrary, and blowing very hard, I could not get in.

“ On the 28th, at four in the morning, we got sight of them under sail, and gave chase ; about nine, I got along-side their Commodore ; and, in a few minutes, the action became general, and continued very briskly for an hour and a half, when they all three struck their colours.

“ They proved to be the Marshal Belleisle of forty-four guns, and five hundred and forty-five men, M. Thurot, who is killed ; the Blonde of thirty-two guns, and four hundred men, M. de Kayce ; and the Terpsichore, of twenty-six guns, and three hundred men, M. Defraudaudais, (including troops in this number). I put in here to refit the ships, which are greatly disabled in their masts and rigging ; the Marshal Belleisle in particular, which lost her bowsprit, mizen-mast, and main-yard in the action ; and it was with much difficulty we kept her from sinking.

“ I have acquainted my Lords Commissioners of the Admiralty with the particulars by express ; and I propose returning to some port in England, as soon as the ships can possibly be repaired. Subjoined is a list of the killed and wounded. And I am,

“ My Lord,

“ Your Grace’s

“ Most humble and obedient servant,

“ JOHN ELLIOT.”

Ships.	Guns.	Men.	Commanders.	Killed.	Wounded.
Æolus,	32	220	John Elliot,	4	15
Pallas,	36	240	Michael Clements,	1	5
Brilliant,	36	240	James Logie,	0	11
				—	—
Total,				5	31

“ *N. B.*—I find it impossible to ascertain the number of the “ enemy killed and wounded ; but, from the best accounts I “ can get, they amount to three hundred.”

Such was the fate of the brave, but unfortunate *Thurot*. He fought his ship until she had several feet water in her hold, and her decks covered with killed and wounded. Perceiving all farther resistance vain, he had given orders to strike the colours ; but ere this could be put in execution, he was killed. He was generally lamented both by friends and foes ; as his behaviour, on all occasions, was replete with honour, humanity, and generosity. These, joined to an undaunted courage, justly rendered him conspicuous ; and were the means that raised him to the command of a squadron. In him, France lost one of her best naval officers ; who, if he had survived this disaster, might, from his abilities, have proved a formidable enemy to the British.

The behaviour of Captains *Elliot*, *Clements*, and *Logie*, their officers and men, on this occasion, did them great honour ; and in such estimation did the people of Ireland regard the important service they had done, that their representative body in Parliament unanimously voted the three Captains their thanks.

The *Blonde* and *Terpsichore* were purchased by Government, and added to the Royal Navy by the same names.

Admiral *Boscawen* was appointed to command the fleet stationed in *Quiberon-bay*, on the coast of France, in room of Admiral *Hawke*. He accordingly hoisted his flag on board the *Royal William* ; and, with the *Sandwich*, in which was Rear-Admiral *Geary*, the *Ramillies*, *St George*, *Princess Amelia*, and *Orford*, sailed from *Plymouth*, the 5th of February.

The

The wind soon after became contrary; but, anxious to get to his station, he endeavoured to beat down the Channel, and had got nearly abreast of the Land's end, when a terrible storm came on, by which the squadron were dispersed, and each ship endeavoured to make for some port in the Channel. Unfortunately the *Ramillies*, Captain Witttronge Taylor, instead of standing on for St Helen's, tried to make Plymouth: the weather being hazy, he unluckily overshot the port, and got embayed near the Bolt-head, on the 15th, where he was forced to come to an anchor. He ordered all the masts to be immediately cut away; but such was the fury of the tempest, that the cables either broke, or the anchors came home; so that the ship drove against the rocks with the greatest violence, and was dashed in pieces. Of her crew, which consisted of seven hundred and fifty men, only a midshipman and twenty-six men were saved. They leaped from the stern of the ship, to a cliff in the rock, from which they were drawn up with ropes by the country people. Many of their companions tried to save their lives in like manner; but not being able to reach the cliff, they were crushed to death between the rock and the ship.

The *Namur* being now repaired, Admiral Boscawen hoisted his flag on board that ship; and, on the 9th of March, sailed for his command in Quiberon-bay. (See Note 166.) The Admiral stationed five ships of the line, and two frigates, under the command of Sir John Bentley, off the mouth of the river Vilaine, to prevent the enemy's ships there from making their escape. Admiral Boscawen himself lay at anchor with some large ships in Quiberon-bay; and as he saw occasion, detached ships to cruize, and to reconnoitre Basque road, and the ports of Brest and L'Orient.

The *Centaur* being on a cruize off Cape Finisterre, fell in with the *Valiant* of sixty-four, and the *Amethyste* of thirty-two guns, from the West Indies, to which Captain Forrest gave chase. The enemy were deceived by the appearance of the *Centaur*, mistaking her for a friend; but she not answering the private signal, and they perceiving her making ready
to

to engage, by clewing up her courses, which discovered her force, made all the sail they were able, and, by altering their course in the night, escaped into the Groyne.

The Niger of thirty-two guns, Captain Bentinck, fell in with the Diadem of seventy-four guns, having under her convoy some store-ships for Martinico. Captain Bentinck kept them company for several days, in hopes of falling in with some of our ships of the line. During which time, he more than once endeavoured to cut off some of the store-ships; but they kept so close to their escort, that they baffled all his efforts. In one of these attempts, his ship was much damaged by some broadsides from the Diadem: he was at length obliged to leave them, having, at parting, six feet water in his hold. When he lost sight of them, he was forced to heel his ship, in order to stop some leaks under the starboard counter, occasioned by the shot she had received from the enemy.

The Diadem soon after met with the Shrewsbury, Pallas, and Argo; they immediately gave her chase. The Argo took one of the store-ships, whilst the Pallas was engaging the Diadem, in hope of disabling her in such a manner, as might enable the Shrewsbury to get up with her. In this brave attempt the Pallas was greatly damaged; and having twenty-three men killed and wounded, she was obliged to sheer off. The Shrewsbury, being a heavy failer, could not get up with the enemy. The Diadem, soon after this little brush, fell in with the Royal William, from whence she had a very narrow escape; but got into the Groyne, after a short chase, in which she was visibly losing ground.

These particulars are mentioned, only to point out with what great judgment Admiral Boscawen stationed his cruising ships, insomuch, that in all the attempts of the French to send any supplies to their colonies, the vessels carrying such supplies had uniformly the fate to fall in with the ships of his squadron.

The enemy having obtained information, that our trading vessels for Oporto and Lisbon, were escorted only by the Jamaica sloop, dispatched the Malicieuse of thirty-six, and L'Opale of thirty-two guns (two of their best frigates) to intercept them.

On

On the 28th of March, they fell in with his Majesty's ship the Penguin, of twenty guns, Captain Harris, which they took; but finding her leaky, they burnt her, and sent the crew to Vigo. They then proceeded on their cruize. All their hopes of enriching themselves by the capture of the Lisbon and Oporto fleets, proved chimerical, owing to the bravery of Captains Skinner and Kennedy, Commanders of his Majesty's ships Flamborough and Biddeford; who having sailed in company on a cruize from Lisbon, on the 18th of March, had the good fortune to fall in with the enemy on the 4th of April; and, not at all discouraged at their visible superiority, immediately gave them chase. The enemy perceiving the smallness of our ships, bore down on them about seven in the evening, when a close and warm action commenced, which was maintained with great briskness until nine o'clock, when the enemy shot ahead. Our people immediately reefed new braces, and, having repaired their damages in the best manner possible, pursued the enemy, and compelled them to renew the action, which lasted with great fury from an hour after nine, until near eleven o'clock, when the enemy's fire gradually slackened. At first it was imagined they were going to strike; but, instead of that, they set all the sail they were able, and made off. Our two ships being greatly damaged in their sails and rigging, were in no condition to follow them, though they endeavoured it all in their power. Finding the pursuit to be in vain, they put into Lisbon to refit. There they found the trade from England arrived, under convoy of the Jamaica sloop; which had a very narrow escape from the enemy, they being so near as to hear the cannonading. The Flamborough had five men killed, among whom was Lieutenant Price of the marines; and ten wounded. The Biddeford had her Captain and eight men killed; and her Lieutenant and twenty-five men wounded, the former of whom mortally: her main-top-mast was shot away, and all her other masts, yards, and rigging, greatly disabled. After the death of Captain Skinner, Lieutenant Knollis fought the ship with great bravery. On his being mortally wounded, Mr Thomas Stacey,

the master, took the command, and continued the action, till they obliged the enemy to sheer off.

Captain Hervey of the *Dragon*, chased a large French ship into a bay near to Port Louis, where she took shelter under a battery; which Captain Hervey soon silenced, and sent his boats to tow off the ship; but finding her aground, they set her on fire, bringing off four small barks, and thirty prisoners.

Admiral Rodney continued extremely active on his station off Havre de Grace. (See Note 166.) The enemy had the temerity to sail from Harfleur, in the month of July, in the middle of the day, with fifteen prames laden with cannon and shot, supposed to be destined for Brest. They made all possible parade; their colours were flying, and the hills on each side of the river Seine, and the walls of Havre de Grace, were covered with spectators, who were astonished that the British squadron made no motion for intercepting them. Admiral Rodney knew perfectly well that his pursuing them would be to no purpose, until the prames had passed the river Orne, as they had it in their power to take shelter in several small ports. He did not let them proceed unobserved, but had their motions closely attended to; in the mean time, giving orders to his squadron to be ready, the moment he should make the signal to chase.

When the enemy had got the length of Caen river, they kept standing backwards and forwards on the shoals, by which the Admiral perceived, that they intended to make a push down the channel when it was dark. He therefore gave directions to the small vessels of his squadron, as soon as night came on, to make all possible sail for the mouth of the river Orne, in order to cut off the enemy's retreat; while, with his other ships, he proceeded at the same time (without signal) with the utmost dispatch, for the steep coast of Port Bassin. These measures had all the wished-for success. The enemy's prames were intercepted off Point Percée, by two of his squadron, disguised like Dutch vessels, which had got to the westward of them; when, perceiving their retreat cut off, five of them run ashore, and were totally destroyed. The other ten, with the greatest
diffi-

difficulty, got into the river Orne. They appeared to be fine vessels, upwards of one hundred feet long, and capable of containing from three to five hundred men. Admiral Rodney's success prevented the enemy from trying such experiments in future; as orders were immediately given to unload more than a hundred prames which were ready to sail, had the others proved successful; and to send them up to Rouen. The Admiral gave the enemy great annoyance along their coast. He sent three stout cutters to scour the shore towards Dieppe, which effectually destroyed an extensive fishery they had near to that place. They took four fishing vessels, of sixty tons each, having twenty-four men on board; and at the same time, drove above thirty others ashore.

In the month of August, Sir Edward Hawke (See Note 167.) in the Royal George, relieved Admiral Boscawen in the bay of Quiberon, who returned to England the 1st of September. This was the last service that this gallant seaman rendered to the public, he dying at his seat of Hatchland, near Guildford, in Surry, January 8th, 1761, universally regretted by the British nation.

This officer, whose life had been dedicated to the duties of his profession, possessed, from nature, a warm temper, and a good understanding. His conduct corresponded with the vigour of his mind, marking his friendships and enmities with the force of his character. But his ardour was tempered by humanity, and guided by an affectionate regard for all the individuals intrusted to his management *. To those who were more immediately under his eye, his solicitude extended even to parental care, which was acknowledged by the strongest marks of grief among the seamen of the ship in which he had been embarked, every man feeling the Admiral's death as his own particular misfortune. Such were the peculiar characteristics which distinguished this great officer among the seamen of Britain. But, as the active, the diligent, the intrepid servant of his country, he

DD 2

is

* The nation are indebted to Admiral Boscawen, for patronizing and first introducing the celebrated Dr Hales's ventilators in the Navy, and afterwards bringing them into universal use on board of his Majesty's ships, which has proved the fortunate means of preserving the lives of many thousand seamen.

is exalted by all the talents of a distinguished chief. Consummate skill in his profession; the most scrupulous fidelity which spurns at peculation; unbounded zeal; and the most cool, collected, and persevering courage; are some of the qualities which rendered Admiral Boscawen one of the greatest naval characters which this island ever produced.

Admiral Hawke persevered in the plan of his predecessor in command; and his cruizers were very successful. On the 4th of September, he sent the *Magnanime*, *Prince Frederick*, and *Bedford*, under the command of Lord Viscount Howe, to attack a fort on the island of Dumet, near Quiberon bay. It surrendered very soon after the two last mentioned ships had been placed against it. In the fort were found nine pieces of cannon, eighteen and twelve pounders. The garrison was composed of one company of the regiment of Bourbon, consisting of fifty-five men, of which two were killed, and six wounded in the attack. The only damage sustained by the ships, was a shot through the *Bedford's* mizen-mast. The island is near three miles long, and two broad, and has plenty of fresh water. Its capture proved of great service to the fleet on this station, during the remainder of the war.

A plan having been concerted for attacking the isles of Bourbon and Mauritius, in the Indian seas, several regiments received orders to hold themselves in readiness for foreign service; and, from the soldiers' clothing being ordered to be lined with unbleached linen, no doubt was entertained, but this was the service for which they were destined. Major-General Kingsley was named to command the land forces, and the Honourable Augustus Keppel, the fleet, which was to escort them to their destination. The general rendezvous was appointed to be at the island of Diego Rays. It is certain, that the Admiral commanding his Majesty's fleet in the East Indies, had orders sent him to co-operate in this enterprize, with the greatest part of the naval force under his command. The Ministry judging, that by the time the troops from Europe could possibly reach the French islands, the enemy's marine would be completely driven from every part of Indostan, the same conveyance which

carried out the orders to the Admiral in the East Indies, directed him, immediately on his arrival at the island of Diego Rays, to send a vessel to the bay of St Augustin, in the island of Madagascar, where he would find a frigate, with dispatches containing instructions for his future conduct. This plan was afterwards laid aside, for reasons which the public were left to conjecture.

In order to apprise Admiral Cornish in the East Indies, of the enterprize against the French islands being relinquished, the *Terpsichore* frigate, commanded by Sir Thomas Adams, was dispatched to Madagascar, with orders to wait there, till Admiral Cornish sent a ship to receive from him the dispatches with which he was charged. Of all this, the public remained quite ignorant; for, although the original plan of the enterprize was entirely altered, yet, in the month of October, the troops were ordered to assemble in the neighbourhood of Portsmouth, and a number of transports were collected there to receive them. (See Note 167.) But when a regiment of light-dragoons, a battalion of foot-guards, and several other corps of light-infantry, together with a large train of battering-cannon, were ordered to assemble at the same place, the public began to form various conjectures concerning the real destination of this armament. Some politicians would have it to be destined against Ostend, or Antwerp, in order to make a powerful diversion in favour of the operations of the allied army under Prince Ferdinand of Brunswick; others, that it was to join the army under the Hereditary Prince of Brunswick, then acting on the Lower Rhine. But a circumstance happened, which discovered that the enterprize was destined against the island of Belleisle, or some part of the coast of France. Two regiments were to be drawn from Ireland, to join the troops from England, which were now all embarked, and waited only a fair wind to proceed. But the wind which detained those at Spithead, being fair for the regiments at Cork, to sail for the general rendezvous; they accordingly sailed for Quiberon bay, where they waited several weeks, in hopes of being joined by their friends from England. (See Note 167.)

An unexpected event drew the attention of the public from this enterprize for some little time. This was the death of our Sovereign, King George II., who died at his palace of Kensington, between seven and eight o'clock in the morning, on the 27th of October, in the seventy-seventh year of his age, and thirty-third of his reign. The immediate cause of his death was a rupture of the substance of the right ventricle of the heart, by which the circulation was stopped in an instant. We live too near the age in which his Majesty reigned, to be able to draw the character of this Monarch with justness and precision. His reign, until the present war, is not remarkable for any great events. His subjects always enjoyed peace at home, one momentary broil excepted. Whenever the national strength was properly exerted, the kingdom always acquired glory. The last years of his reign were by far the happiest, his Ministers being highly agreeable to the nation at large; actuated as they were by a true love of their country, whose interest and glory was their first consideration. His Majesty lived to see party-rage, which had proved so troublesome to several of his Ministers, in a manner extinguished. The wise and salutary measure of employing the Highland Clans in the service of Government, put a final end to Jacobitism, and gained him their affections, while their actions testified they were sincere. Clemency and kindness can accomplish what cruelty and force can never obtain. If his Majesty did not possess first-rate abilities, his conduct, on many trying occasions, showed that his understanding was far being defective. In his temper he was choleric. He perfectly well understood the interest of all the Princes of Europe; particularly those of the Germanic body, for whose concerns he ever shewed the greatest attention.

It was unfortunate for this country, that his Majesty had attained the prime of life before he came to reside in it. This prevented him from ever attaining such a knowledge of the English language, as to enable him to perceive its beauties, or to become acquainted with the most esteemed works, or the finest writers of the kingdom. Learned men, after the death of his Queen, therefore, did not meet with that encouragement which

is due to superior merit. Literature consequently did not flourish so much as might have been expected in the latter part of his reign. The fine arts kept pace with literature. This is supposed to have proceeded from too rigid an œconomy, and is perhaps the greatest blemish in his reign ; for, in private life, he was an excellent husband, an affectionate parent, a kind master, and, to those whom he esteemed, a sincere friend. Plain and direct in his intentions ; true to his word ; steady in his favour and protection to his servants, whom he never changed willingly, especially those near his person : they advanced in years along with him, and many of them died in his service.

In his reign, agriculture increased ; trade and manufactures flourished to a great degree ; and many wise regulations were made for the prosperity of the kingdom, by Parliament. With regard to the affairs of Government, he was somewhat indifferent as to who might have the management of them ; but this only took place from the downfall of his favourite Sir Robert Walpole, who had rendered state matters so easy to his Majesty, that he placed entire confidence in him : yet, as he was necessitated to part with him, he never afterwards shewed the same regard or partiality to any Minister. His Majesty was temperate, and a strict lover of justice. He died universally beloved and regretted by all his subjects. George the Second may not be ranked among Kings who are styled GREAT, by historians ; but he possessed a more exalted character, and was truly an HONEST MAN.

Mr Pitt still continued to direct all public business under his late Majesty's successor ; and our warlike preparations suffered no abatement. The troops were all on board for the secret expedition, and moved from Spithead to St Helen's, to be the more ready to embrace the first breeze of fair wind that should offer, and to proceed to their destination. But having long waited for this, Administration thought the season too far advanced for military and naval operations ; therefore, on the 13th of December, orders were given for the fleet to return to Spithead, and for the troops to disembark, and go into winter quarters.

The *Acteon*, Captain Paul Henry Ourry, gave chase to, and drove on shore, a privateer of sixteen guns, between Cape Barfleur, and Cape la Hogue, and effectually destroyed her.

The *Niger*, Captain Bentinck, took *L'Epreuve*, a snow sloop of war, belonging to the king of France, of fourteen guns, and one hundred men. She was bought by Government, and added to the Royal Navy.

A LIST

A LIST of the PRINCIPAL PRIVATEERS taken on this STATION, &c. &c.

Privateers Names.	Number of		Belonging to.	By whom taken.	Number of		Commanders Names.	How disposed of.
	Guns.	Men.			Guns.	Men.		
Jafon	8	52	St Malo	Niger	32	220	John Bentinck	Sold
Margaret schooner	8	58	Rochelle	Orford	66	520	Richard Spry	Ditto
Pallas	14	100	Bayonne	{ Fame	74	600	Hon. J. Byron	} Ditto
Chevalier de Barro	20	146	Ditto	{ Achilles	60	400	Hon. S. Barrington	
Phoenix	12	120	Morlaix	{ Repulse	32	220	J. C. Allen	Ditto
Grivois	10	80	St Malo	{ Aetion	28	200	P. H. Ourry	Ditto
Du Guay Trouin	10	52	Ditto	{ Tweed	28	200	W. Paston.	Ditto
Elizabeth	6	41	Ditto	{ Diligence	10	80	W. Osborn.	Ditto
Favourite	6	60	Ditto	{ Hornet	12	90	Ja. Johnston	Ditto
Chevalier d'Arthesfay	8	58	Granville	{ Thames	32	220	S. Colby	Ditto
*Bien Aimé	12	113	Dunkirk	{ Torbay	74	700	Wm. Brett	Ditto
D'Igouville,	14	123	Port L'Orient	{ Antelope	50	350	F. Graves	Ditto
Villegenie,	12	113	St Malo	{ Carcase sloop	8	60	C. Inglis	Ditto
Mercury	10	90	Rochelle	{ Rainbow	44	240	Chr. Bassett	} Ditto
Victor	24	220	St Malo	{ Thetis	32	220	J. Moutray	
Revenge cutter	8	44	Dunkirk	{ Arethusa	32	220	Hon. Raby Vane.	Ditto
Duc d'Ayen	8	65	Ditto	{ Hazard	8	60	S. C. Goodal	Ditto
Comte de Guiche	8	54	Bayonne	{ Flamborough	28	220	A. Kennedy	Ditto
Comtesse d'Ayen	8	62	Dunkirk	{ Alarm cutter	8	40	Lr. Annington	Ditto

* She had a ranfomer on board for two thousand three hundred pounds.

In the course of this year, the Navy sustained no loss by the enemy, except the *Penguin* of twenty guns, and the *Virgin* sloop. But that which it sustained by accident was very considerable, viz. the *Ramillies* of ninety guns, and the greatest part of her crew, on the *Bolthead*. The *Conqueror* of seventy guns, on *St Nicholas's Island*, near *Plymouth*. The *Cumberland* of sixty-six guns, but carrying only fifty-eight: she was an old ship, but had been repaired at *Bombay*: she sunk near *Goa*, in the *East Indies*: the crew were saved. The *Harwich* of fifty guns, wrecked on the *Collorodoes*, at the west end of the island of *Cuba*. The *Griffin* of twenty-eight guns, wrecked on the island of *Barbuda*, and fifty of her crew drowned. The *Lyme*, of twenty-eight guns, wrecked on the *Categate*, and thirty of her crew drowned. The *Lowestoffe*, of twenty-eight, and the *Eurus* of twenty guns, wrecked in the river *St Lawrence*; and the *Mermaid* of twenty-four guns, wrecked on a key near the *Bahama islands*: the crews of the three last saved.

The enemy's trade being in a great measure annihilated, the captures made this year were consequently few. They amounted to only one hundred and ten vessels. On the contrary, our trade flourished in every part of the globe; and the enemy having swarms of small privateers at sea, captured no less than three hundred and thirty of the British ships; few of which, however, were of any considerable value. Six Royal ships being taken by the British, nearly balanced accounts with the enemy. It is to be lamented, that some of their privateers exercised horrid barbarities on their prisoners, being the crews of such ships as had presumed to make resistance, and who were afterwards obliged to submit: Conduct that would have disgraced the most infamous pirate; and it would have redounded much to the credit of the Court of France, to have made public examples of those who behaved in this manner. I am afraid, likewise, that there was but too much reason for complaint of ill treatment to the British subjects, even after they were landed in France, and sent to prison. Of this, indeed, several affidavits were made by the sufferers when they

returned to England. On the contrary, the conduct of Great Britain was a striking example of their kindness and humanity to such unfortunate persons as were made prisoners of war. The prisons were situated in wholesome places, and subject to public inspection; and the prisoners had every favour shown to them that prudence would admit of. From the greatness of their numbers, it is true, they frequently remained long in confinement before they could be exchanged, in terms of the cartel; by which their clothes were reduced to a very bad state, many of them indeed almost naked, and suffered much from the inclemency of the weather. No sooner, however, was their miserable situation in this respect made known, than subscriptions for their relief were opened at several of the principal banking-houses in London, by which very great sums were procured, and immediately applied in purchasing necessities for those who stood in great need of them.

The bad state of the finances of France, did not permit that kingdom to continue the allowance they had formerly granted for the maintenance of their subjects who might become prisoners of war; but the nation, who had acquired so much glory in overcoming them, had also the generosity to maintain such of these unfortunate men as were in her power, at the public expence.

We shall conclude the account of the transactions of this year, with the following instance of generosity in the British nation to a set of unfortunate people, the conduct of whose prince had set a very different example. On the 28th of August, an Algerine xebecque of twenty guns, and full of men, was drove ashore and wrecked in Mount's bay, near Penzance, in the county of Cornwall; about one hundred and fifty of the crew got ashore, which greatly alarmed the country people. They had been forty-four days from Algiers, and had been on a cruize off Cape Finisterre. No sooner was their case made known, than his Majesty ordered a house to be provided for them to lodge in, and all possible care was taken to supply them with provisions. They were embarked on board of a transport, and, under a convoy of a ship of war, sent home with-

without any charge, or without any ransom being exacted from them.

1761.

THE affairs of this year differ very much in their nature from any we have related ; and the political transactions become so blended with the naval and military, that it is impossible to separate them ; the former of which are indeed so very important and interesting, that without some knowledge of them, these Memoirs would appear defective. A negotiation to bring about a peace between Great Britain and France, the terms prescribed, the cause of its failure, the resignation of the Minister when in the plenitude of power, and a declaration of war against Spain, are the topics to which we allude.

The secret expedition which had so long exercised the thoughts of politicians, was not relinquished, but postponed until the season of the year became more suited to naval and military operations. The command of the land-forces was now bestowed on Major-General Studholm Hodgson ; and that of the squadron which was to co-operate with them, on Commodore Keppel, who likewise was appointed to command all his Majesty's ships stationed from Ushant to Cape Finisterre. Soon after the French ships made their escape out of the river Vilaine, Sir Edward Hawke, and the greatest part of his squadron, returned to England.

The commanding officers of his Majesty's ships on the different stations abroad, were, in the Mediterranean, Vice-Admiral Saunders ; in North America, Lord Colvill ; at Jamaica, Rear-Admiral Holmes ; at the Leeward Islands, Commodore Sir James Douglas, until the close of the year, when Rear-Admiral Rodney was sent out ; in the East Indies, Rear-Admiral Stevens, after whose death, the command devolved on Rear-Admiral Cornish. At home, Vice-Admiral Holburne commanded at Portsmouth ; Sir Piercy Brett, in the Downs ;
Com-

Commodore Keppel to the westward ; and Commodore Swanton in the Channel.

The sums granted by Parliament in the course of this session, were liberal beyond example. Seventy thousand seamen, including eighteen thousand three hundred and fifty-five marines, were voted for the service of the current year. The grants for the navy alone, amounted to upwards of seven millions. Two hundred thousand pounds were granted to make proper compensation to the respective provinces in North America, for the expences incurred by them in levying, clothing, and paying for the troops raised by them, according to the active vigour, and strenuous efforts of the respective provinces. In short, the sum total voted this year, amounted to 18,816,119l. 19s. 9 $\frac{1}{4}$ d., exclusive (See Note 168.) of the 800,000l. for his Majesty's civil list, which is voted for the term of the King's life. His Royal Highness Edward Duke of York, was, by his Majesty's command, promoted to be Rear Admiral of the Blue ; and on the 30th of July, his Majesty was pleased to promote George Lord Anson, to be Admiral and Commander in Chief of the fleet.

Soon after the King's accession to the throne, it was perceived, that others beside those in Administration had a considerable influence, and that the stream of Royal favour began to flow into more channels than formerly. The Cabinet became divided ; which proved the source of a political ferment that lasted for several years, and in which the violence of party-rage was carried to a greater height than the annals of Great Britain afford any precedent of.

Whether it was, that Mr Pitt thought himself highly obliged to the late Prince of Wales, his Majesty's father, or that he deemed it expedient to introduce a person into the Administration, to whose judgment he knew that his Majesty paid great deference, and who was much in his confidence, John Earl of Bute, was, March 25th, appointed Secretary of State for the northern department. It is a certain fact, that no Minister ever possessed so completely the good opinion of the nation at large, as Mr Pitt did. The unparalleled successes which
had

had attended the British army during his Administration, no doubt contributed very much to this. Yet the expence of the Continental war was so prodigious, and proved such a clog on all our operations, that the nation began to weary, and wished to get handsomely rid of it, foreseeing that many of our valuable conquests must be relinquished on a peace, by way of compensation, and in order to obtain better terms for the King of Prussia, and our German allies.

The great load of debt in which the nation was plunged, and to which we were yearly adding, together with the ruined state of the French finances, made a peace equally necessary for both nations. As the Duc de Choiseuil, the King of France's Prime Minister, had signified his Master's desire for peace; in the month of May, Hans Stanley, Esq; was appointed Envoy Extraordinary to the Court of Versailles, and M. Buffly came in the same character to that of London. A negotiation was then begun, in which, from the concessions agreed to be made by the Court of France, and the professions made by M. Buffly at the commencement of it, there was every reason to believe they were sincere, and that this salutary measure would be attended with success.

The belligerent powers had come to a resolution to hold a general congress at Augsburg, in August, to adjust their respective claims, and restore peace. But it appears to have been the full intention of the Court of Great Britain, to have all the articles of the peace then negotiating with France, fully settled before this congress met. In the beginning of this treaty it was proposed, that each party should remain in possession of what they had conquered from each other; and the respective states in which they should happen to be in the different parts of the globe, at the periods stipulated by the treaty, were to serve as the basis on which they were to proceed.

By this treaty of *uti possidetis*, it is evident, that if it was strictly adhered to, Great Britain would have greatly the advantage of France. The former did not, however, propose to retain all the conquests she had made, but yield up some of them, for which, no doubt, an equivalent was expected. The
first

first difficulty that arose, was in fixing the proper epochas when hostilities should cease in the different parts of the world. Mr Secretary Pitt insisted that the only one his Court would admit of, was the day the treaty should be signed. To this the French Minister made a calm, but shrewd reply. The British Minister at last relinquished this point; and the French named the following epochas for the situation that the respective Crowns should be in at the periods mentioned for putting an end to the war on the terms of *uti possidetis*, viz. the 1st day of September 1761 in the East Indies; the 1st day of July the same year in the West Indies, and in Africa; and the 1st day of May in Europe. This scheme was rejected by the British Court, on the pretence that the epochas were too near.

It must be observed, that at this time, great hopes were entertained of humbling the French still more. Belleisle was just going to be attacked, and Prince Ferdinand of Brunswick was making considerable progress in Hesse, against the French army under M. de Broglie.

Soon after accounts arrived of the island of Belleisle being taken, Mr Pitt delivered (June 17th) a rescript to M. Buffi, in which he declared, “ That before he would agree to treat
“ definitively upon any point, and particularly upon the epo-
“ chas, he insisted upon two preliminary condition: 1st, That
“ every thing which should be happily adjusted between the
“ two Crowns, in relation to their particular war, should be
“ made obligatory, final, and conclusive, independent of the
“ fate of the negotiation at Augsburg. 2d, That the defini-
“ tive treaty of peace between Great Britain and France, or
“ preliminary articles to that end, should be signed and rati-
“ fied between the date of this rescript, (June 17th,) and the
“ 1st day of August following. If these conditions were ac-
“ cepted, then Great Britain agreed to name, on her part, de-
“ terminate epochas to which the *uti possidetis* should refer,
“ viz. the 1st of July for Europe, the 1st of September for
“ America and Africa, and the 1st of November for the East
“ Indies.

While the British were battering the walls of the citadel of Pa-

Palais, the Court of Versailles was busily employed in obtaining two very important points, which the necessities of the kingdom made them extremely urgent for; the first of which was, to bring the Court of Vienna to consent to their making a separate peace with Great Britain. This request was granted, with the following restrictions, viz. That nothing might be stipulated to the prejudice of Austria: the second was, to endeavour to bring the Court of Madrid not only to support France with money to carry on the war, but to get Spain to take a part in it, in case the negociation with Great Britain for peace should break off. In both of these, they were successful.

The French Minister now agreeing to proceed on Mr Pitt's terms; on the 15th of July, M. Buffly gave in a memorial to the British Minister, in which he proposed, that all Canada, together with Cape Breton and the island of St John's, should be ceded and guaranteed to Great Britain; and that the fortifications of Dunkirk should be demolished. In return for which, France claimed a confirmation of her right to fish on the coasts of Newfoundland, agreeable to the stipulations of the treaty of Utrecht; the island of Minorca to be restored for the islands of Guadaloupe and Marigalante; the four neutral islands in the West Indies, to be thus divided, viz. Tobago to belong to Great Britain, St Lucia to France, and Dominica and St Vincent's to the native Caribs, under the protection of France. Either Senegal or Gorée in Africa to be restored to France, also the island of Belleisle; for which Gottingen, Hesse, and Hanau were to be evacuated, and the French army in Germany to be drawn off to the Maine and the Rhine.

In the East Indies, the French had nothing to offer by way of equivalent; but they endeavoured, with much art, and a great deal of speciousness, to point out the true interest of the respective East India Companies of each nation, proposing that matters in this country should be settled by a treaty negotiated by the two Companies themselves. France endeavoured to make the most of her conquests in Westphalia, with which she wanted

to make compensation for her losses in other parts of the globe. The British Minister, at the very beginning of this treaty, declared, with a firmness peculiar to him, that he would support the King of Prussia to the utmost. In return for this, the French Ministry declared, that they thought themselves equally bound to support the Empress Queen. But, in order to obviate these difficulties, a scheme was proposed by France, which had a very fair appearance. It stated, that as the maintaining of armies in Germany was attended with great expence to both nations, if his Britannic Majesty would recal the British forces from Germany, the King of France would recal double the number of his national troops from his armies on the Upper and Lower Rhine to France; and that no French troops should remain in Germany, but in proportion to those kept in the pay of his Britannic Majesty. The French concluded with an article, from which, they said, they would not recede. This was, a restitution of the captures made by Great Britain before the declaration of war. This demand they founded on the law of nations, and the most express stipulation of treaties: at the same time they obstinately refused to deliver up Gueldres and Cleves, which they had conquered from the King of Prussia. Along with this memorial, containing the concessions which France was willing to make to obtain peace, M. Bussy, by desire of the King of Spain, presented a private memorial. It proposed, in order to establish a peace upon solid foundations, not to be shaken by the contested interests of a third power, that his Catholic Majesty might be invited to guarantee the treaty between the two Crowns. It farther proposed, with the consent and communication of his Catholic Majesty, the settling of the three points then in dispute between Great Britain and Spain, and which might produce a new war in Europe or America; namely, the restitution of some ships taken in the course of the present war, under Spanish colours; the liberty claimed by the Spanish nation to fish on the banks of Newfoundland; and the demolition of certain settlements, made contrary to the treaty by the British logwood cutters in the Bay of Honduras.

This memorial, offered by an enemy nearly brought at our

feet, met with the reception it justly merited from the British Minister, who, with a proper indignation, and in a manner of which only he himself was capable, returned it to M. Buffy, as containing matters wholly inadmissible; at the same time, assuring him, that his Britannic Majesty would not suffer France, in any manner whatever, to interfere in his disputes with Spain, nor permit a word of them to be mentioned in the present negotiation for peace; and that it would be considered as an affront, and a thing incompatible with the sincerity of the negotiation on the part of France, to make any farther mention of such a circumstance. Nor did Mr Pitt stop here; he immediately suspected that the Court of Versailles had obtained a promise of assistance from that of Madrid, and which had made the French so daring. He therefore required of the Spanish Minister to disavow the propositions which had been said to be made with the knowledge of his Court; expressing his astonishment at seeing a proposal for accommodating disputes between friends, coming through the medium of an enemy; and at finding points of so much consequence offered for deliberation by a French Envoy, when his Catholic Majesty had an Ambassador residing in London, from whom no intimation of such business had been received. Mr Pitt, in the course of the negotiation, let M. Buffy know, that he would not relax in his demands, saying, "that it would be time enough to treat on those matters" "when the Tower of London was taken sword-in-hand." An expression which was faithfully transmitted to his Catholic Majesty at Madrid, and which the French afterwards endeavoured to make use of, in order to induce Spain to take a part in the war with them; as, from the haughtiness of the British Minister, the negotiations for peace were likely to break off. Notwithstanding the terms of strict friendship that subsisted between the Courts of Versailles and Madrid, peace was become so very requisite for the former, that, in order to obtain it, they would have condescended to have made an apology for having presumed to interfere in our disputes with Spain. But the answer that was transmitted to Mr Pitt from the Spanish Ambassador, put the intentions of his Court beyond a doubt, in case the

the negotiations for peace should prove unsuccessful. He avowed and justified the step taken by M. Buffi, as coinciding entirely with the sentiments of the King his Master; and declared, that the Kings of France and Spain were united not only by ties of blood, but by those of mutual interest; that his Most Christian Majesty could not be too highly commended in endeavouring to render the peace as secure and permanent as the vicissitude of human transactions would allow; and he added, very haughtily, that if governed by any other principles, his Catholic Majesty, consulting only his greatness, would have spoken from himself, and as became his dignity.

Mr Pitt had too much discernment not to perceive what all this must terminate in. From the understanding that now subsisted between the two principal branches of the House of Bourbon, he judged, that if France did not obtain favourable terms of peace from Great Britain, the latter would soon have both to contend with. On this occasion, he acted with a dignity becoming the Minister of a great and free people. He shewed himself no way ambitious of seeking a war, yet not afraid of engaging in it. But, that the nation might not be precipitately plunged into a rupture with Spain, the Earl of Bristol, the British Ambassador at Madrid, was instructed to remonstrate, with energy and firmness, on the daring interposition of that court, in the negociation between France and Great Britain, and to demand a declaration of the final intentions of Spain; to persevere in the negative put upon the Spanish pretensions to fish upon the Banks of Newfoundland; to rest the article of disputed captures on the justice of the English tribunals; to continue the former professions of his Court, indicating a desire of an amicable adjustment of the logwood dispute, and the willingness of his Britannic Majesty to cause the settlements on the coast of Honduras to be evacuated, as soon as his Catholic Majesty should suggest another method by which the subjects of Britain could enjoy that traffic, to which they had a right by treaty, and which the Court of Madrid had farther confirmed to them by repeated promises.

The Earl of Bristol lost no time in complying with his in-

structions. He had a conference with Mr Wall, the Spanish prime Minister, who greatly applauded the magnanimity of the King of Great Britain, in not permitting France to intermeddle in his disputes with Spain. The Court of Madrid, he said, had certainly consented that France should make the proposition; but declared, that things had not been regarded in the same point of view by them, as the Court of London had viewed them. He, at the same time, asked the Ambassador, Whether it could be imagined in England, that the Catholic King was seeking to provoke Great Britain to war in her most flourishing and exalted condition, and after such a series of prosperous events, as never perhaps occurred in the annals of any other kingdom? But he refused to give up any of the three points in dispute; owning, that the most perfect harmony subsisted between the Courts of France and Spain; that, in consequence of that harmony, the Most Christian King had offered to assist his Catholic Majesty, in case the dispute with Great Britain and Spain should terminate in a rupture; and that this offer had been considered in a friendly light.

When the Earl of Bristol transmitted an account of his conference with the Spanish Minister, Mr Pitt saw at once the part that Spain intended to take; and his conduct on this occasion was so truly great and noble, that, if he had performed no other service to his country, this alone ought to have endeared him to the whole nation. A Council was immediately held, where he delivered the sentiments of a British patriot, replete with the love of his country, and anxious for her glory and prosperity. The evasions of the Court of Spain, he said, we ought to consider as a refusal of satisfaction; and that refusal, as a declaration of war. We ought, from prudence, as well as spirit, to secure to ourselves the first blow. If any war could provide its own resources, it was a war with Spain. Her supplies lay at a distance, and, as we were already masters of the sea, these might easily be intercepted, or cut off. Her flota, or American plate fleet, on which she had great dependence, was not yet arrived; and the taking of it would at once strengthen ourselves, and disable her. Such a bold, but necessary step,
would

would be a lesson to his Catholic Majesty, and to all Europe, how dangerous it was to presume to dictate in the affairs of Great Britain; and that Spain deserved this chastisement, as much from what she had already done, as from what she intended (See Note 169.) against the British nation.

The dignity and soundness of this reasoning was not to be confuted. The Council was composed of men of very great abilities, several of whom had advised like measures, with regard to France, before war had been formally declared against that Power, as those which the Minister now urged should be taken against Spain; yet, a great majority of them chose to differ in sentiment from him. The measures he recommended, they considered as violent, and contrary to the laws of nations. They agreed, that we ought not to be intimidated, by the threats of any power, from asserting our just demands; but that it was impolitic to add war to war, and enemy to enemy, when the springs of Government were already overstrained, and to engage in what we had not strength to support. Upon just provocation, they added, it would be cowardice to shun a war; but to court and find pretexts for one, would be madness. If Spain should be gained over by France, and take a decisive part in the war against Great Britain, it would then be time enough to declare war; and then all Europe would be convinced that we acted with coolness and resolution. The whole kingdom would then see that we were forced, from unavoidable necessity, to adopt this measure, and would cheerfully agree to support an Administration which had acted with moderation and firmness, but which was averse to lavish away the public treasure wantonly, or employ it in prosecuting an unjust war.

The reasons they assigned, were not considered by a number of people as the real motives by which they were actuated on this occasion; and some went so far as to say, that they were, in fact, tired of his superiority, knowing, that while Mr Pitt continued in the Cabinet, he would be regarded as the principal person in Administration, not only by the nation, but by all the world. The Minister was not to be persuaded, by these specious arguments, to alter his opinion. He had been able to

dive into some of the most secret measures of the Courts of France and Spain; and to learn, that the Sovereigns of the House of Bourbon had signed a Family Compact †, which was founded on principles most hostile to the liberties of Europe, and particularly levelled against the prosperity of Great Britain. Had Spain been chargeable with no other unfriendly designs against this country, this alone was quite sufficient to have roused the indignation of such a Minister; and, regarding the opinions he had heard delivered, as timid, short-sighted, and narrow-minded, he exclaimed with great warmth, “This is now the time for humbling the whole House of Bourbon! and if the glorious opportunity is let slip, we shall in vain look for another. Their united power, if suffered to gather strength, will baffle our most vigorous efforts, and possibly plunge us in the gulph of ruin. We must not allow them a moment to breathe: self-preservation bids us crush them, before they can combine or recollect themselves.”

The Secretary, perceiving that the majority of the Council were not likely to be brought over to his opinion, unfortunately declared, that unless he could carry so salutary a measure, this was the last time he should sit at that Board. For, added he, “I was called to the Administration of public affairs by the voice of the people; to them I have always considered myself as accountable for my conduct; and therefore cannot remain in a situation, which makes me responsible for measures I am no longer allowed to guide.”

This last resolution of Mr Pitt's, did not induce them to change their opinions: nor did they seem to regret, that, from their obstinacy, the Crown was likely to lose the assistance of so valuable a servant. They persevered in opposing the Secretary; for, on a division, only he and his brother-in-law, Earl Temple, were for an immediate declaration of war against Spain. Since this event happened, there has elapsed time sufficient for viewing with exactness, and determining on the motives which induced the

† Mr Pitt is supposed to have obtained certain intelligence of the signing of this treaty, from George Keith, Earl Marischall, the Prussian Ambassador at Madrid.

the majority of the Council to deviate in opinion on so important a point, from Mr Pitt. They knew, that, while he continued in Administration, their political consequence would be very inconsiderable; and that the nation looked up to him alone as their guardian angel. He had indeed rescued them from dependency. Without the aid of foreign mercenaries, he had restored the nation to its wonted vigour; and, by properly exerting our natural strength, had laid an insolent foe prostrate at her feet.

A Minister must have been more or less than man, that did not feel an honest pride, in having met such support, for saving the vessel of the State when in the greatest danger, and conducting her to a sea of glory and renown; and, conscious of his own integrity and disinterestedness, Mr Pitt could but ill brook, on this occasion, to be thwarted in his endeavours, when steering the vessel clear of a shoal, of which the crew were ignorant. His warm temper was well known to his enemies: of this they availed themselves, and adopted measures which they were sure would rid them of one, whose resplendent qualities as a Minister, had frequently rendered them, like the satellites of Jupiter, scarcely visible without the help of a telescope. He resigned the seals into his Majesty's hand, on the 5th of October, and the King accepted them. He was offered any honours in the power of the Crown to bestow; but these he declined. His lady was created Baroness Chatham; and a pension of 3000l. a-year was settled on their joint lives, and the life of their son John Pitt: for this virtuous man was far from rich.

No change in any Administration ever excited so much alarm, or gave more real concern to the nation, than this of Mr Pitt's. It was felt like a great national calamity; and every one dreaded, that, from the want of his all-inspiring genius to direct the Councils of the nation, their interest would be sacrificed to patch up an inglorious peace with one nation, in order to avoid going to war with another, which well deserved to feel the resentment of Great Britain.

The news of Mr Pitt's resignation was received in France and Spain, especially the former, with every demonstration of

joy; as they then indulged the hope, that we had not a man of equal abilities for his successor, throughout the kingdom. The French now boasted of the Family Compact, or treaty, they had brought about; which was not only to retrieve their affairs, but to humble the pride of Great Britain. The Earl of Egremont was appointed successor to Mr Pitt, as Secretary of State, but did not take the lead which that gentleman had done. He was, however, a man of very considerable abilities; and, sensible that the surest means to regain the confidence of the nation, was to proceed with spirit in regard to Spain, he, with the consent of the rest of the Cabinet, instructed the Earl of Bristol to act with firmness, and to require from the Court of Madrid, an account of the purport of this much boasted treaty. To this, a very evasive answer was given by Mr Wall, viz. that the King his Master had thought it proper and expedient to renew his Family Compact with the Most Christian King. An account of this very extraordinary combination, the reader will find in the Appendix, (See Note 170.) But it may be necessary to state in this place, the manner in which France brought Spain to sign this treaty, and to become a party in a war which had almost ruined the former.

From the death of the peace-loving Ferdinand VI. who breathed his last, the 10th of August 1759, France had redoubled her efforts with his successor, Don Carlos III. King of the Two Sicilies. It had been stipulated by an article in the treaty of Aix-la-Chapelle, in the event of Don Carlos succeeding to the throne of Spain, on the death of his brother Ferdinand, that Don Philip, Duke of Parma, should succeed to the throne of the Two Sicilies; and that the Dutchies of Parma, Placentia, and Guastalla, should revert to the House of Austria, while certain districts should be assigned to his Sardinian Majesty. To this treaty Don Carlos never acceded; and when he became King of Spain, he altered the destination entirely. His eldest son being declared incapable of inheriting, from an invincible weakness of understanding, he therefore placed his third son, Don Ferdinand, on the Sicilian throne: the second he declared Prince of Asturias, and his own immediate successor.

cessor. With these regulations, his brother, Don Philip, Duke of Parma, acquiesced ; and the Court of Vienna, who were by far the greatest losers by it, was brought over to consent to it, through the mediation of France. The King of Sardinia, being brother-in-law to Don Carlos and Don Philip, received by way of compensation, a sum of money.

This good action done by France, was ever considered by the King of Spain as a service of the highest importance ; and as his Catholic Majesty may be compared to a citadel in which there are many weak places, the French Minister assailed him like an accomplished General, and made his approaches only where he was likely to carry his point. The ties of blood had a considerable weight with Charles III. ; and this appeared in several acts of partiality to the Court of France. He was, at the same time, as liberal of his professions of friendship to Great Britain, as his brother Ferdinand had been, but with much less sincerity ; for, the French Minister knew very well that the British nation were no favourites with him. He never forgot the disagreeable visit he received from a British squadron under the command of Commodore Martin, at Naples, in the year 1742, by whom he was compelled to withdraw his troops from the aid of the Spanish army, and to sign a neutrality much against his inclination. To see the elder branch of his family humbled by a power to whom he had an aversion, was a circumstance he could not behold with indifference ; especially as France had proffered Spain all the aid in her power, should her dispute with Great Britain end in a rupture. As a strong proof of his friendship for France, he consented that M. Buffi, her Envoy at the Court of London, should make the propositions he had done, relative to the disputes subsisting between Great Britain and Spain. But what excited his jealousy the most, had by far the greatest weight with him, and brought him sooner into the war, was the rapid progress of the British troops in America ; whence, if the French should be driven by force of arms, it was insinuated, that his own dominions in that country were too tempting

ing an object for the British to withstand, especially as their affairs were directed by a proud and aspiring Minister, while no European Power, who had any territory in America, remained to aid Spain, and cast the balance in her favour. One thing more was conclusive, which was, that the arrogance of the British Minister had increased towards France, since the King of Spain's friendship for her was publicly made known; and that the negotiations for peace were, in a great measure, at an end. All these considerations had due weight with the King of Spain, and induced him to sign the Family Compact, on the 15th of August.

The reply given by M. Wall to the Earl of Bristol, concerning this treaty, and transmitted to the British Ministry, was far from being satisfactory. The Ambassador was therefore directed to demand a categorical answer on this subject. This completely did the business; as the flota being arrived, Spain had no occasion to wear the mask any longer. The Earl of Bristol, on this important business, displayed great abilities and address. Finding he could not draw any satisfactory answer from the Spanish Minister, he was necessitated to come to the point; and informed him, that the British Court expected a categorical answer to the following questions: Whether the Catholic King intended to join the French, our enemies, or purposed to act hostilely? or, Whether he would, in any manner, depart from his neutrality? Adding, that Spain's refusal to give this satisfaction, would be deemed an aggression, and a declaration of war. This conference was held on the 8th of December. M. Wall seemed very much surprised at this declaration; and in return only said, "What is to follow?" "you have then orders to withdraw from hence?" Which the Earl of Bristol answering in the affirmative; M. Wall then requested that the demand might be put into writing, which was complied with. It was the 10th before any answer was sent to the British Ambassador; when he received a letter from M. Wall, to the following purport: "That the spirit of haughtiness and of discord, which dictated this inconsiderate step, and which, for the misfortune of mankind, still reigns so
" much

“ much in the British Government, is what constituted, in the
“ same instant, the declaration of war, and attacked the King’s
“ dignity. Your Excellency may think of retiring when, and
“ in the manner most convenient for you ; which is the only
“ answer that, without detaining you, his Majesty has order-
“ ed me to give you.” Although much indisposed, the Earl
of Bristol determined to quit Madrid as soon as possible, and
return by way of Lisbon. He applied for an order for post-
horses to carry him and his retinue to the frontiers of Portu-
gal ; but that was refused him, until he had reached the city
of Badajox.

The Earl of Bristol found it extremely difficult to get infor-
mation of the rupture between the two Crowns conveyed to
Vice-Admiral Saunders, and General Parflow, at Gibraltar,
as his house was surrounded with spies : but he at last effected
it. He also sent a domestic, with a letter to the British Con-
sul at Lisbon, desiring him to detain any British ship of war
that might be then at that port, to carry home his next dis-
patches ; but to send such letters as the servant brought, im-
mediately to England by the packet. The servant brought
with him a copy of the King of Spain’s orders to seize all the
British ships in his ports ; which most effectually announced
that a rupture had taken place between the two Crowns.
This important intelligence, Captain George Johnstone, being
then at Lisbon, got conveyed with the greatest dispatch to Ad-
miral Rodney, at the Leeward Islands.

Immediately upon the commencement of hostilities between
the two Crowns, the King of Spain ordered all the British ships
in his ports to be seized, and confiscated the goods belonging
to the merchants. How much more noble was the conduct of
the King of Great Britain ! who, scorning to distress indivi-
duals who had entered his ports on the good faith of the con-
tinuance of peace, ordered that such Spaniards as came under
that description, should remain unmolested in their persons
and effects ; and that their merchant-ships should be permitted
to depart in safety. War was solemnly proclaimed against
Spain, at London, on the 4th of January 1762 ; and the Spa-
niards

niards did the same against Great Britain, at Madrid, on the 18th of the same month.

The Conde de Fuentes, the Spanish Ambassador, when he left London, met with no obstruction or refusal to obtain post-horses; and, as soon as he arrived at Dover, embarked for Calais. Before his departure from London, he delivered a paper, in the form of a manifesto, to the Earl of Egremont, full of reflections on the British Government, and the treatment they had given Spain; saying, that had they set about the business with propriety, all their demands might have been answered in a friendly manner, and the horrors of war, into which the two nations were going to plunge themselves, have been avoided: and concluded with giving a sort of explanation of the Family Compact. This paper, (See Note 171.) together with the answer made to it by the Earl of Egremont, the reader will find in the Appendix, (See Note 172.) And as the correspondence between his Majesty's Ministers, and the Earl of Bristol, relative to the rupture with Spain, was made public, the most material parts of it may likewise be found in the Appendix. (See Note 173.)

The combined Courts, sensible of how much advantage the ports of the kingdom of Portugal were to the British cruizers during a war against Spain, resolved to invite his Portuguese Majesty to join them in the war against Great Britain. They endeavoured to convince him, that England had behaved with great tyranny to Portugal; and doubted not but he would comply with their wishes; which if he did, they had a body of forces ready on his frontiers, to march and garrison all his principal fortresses, to prevent the British from entering his ports. They allowed his Majesty but four days to give a categorical answer to their friendly proffers. His Portuguese Majesty behaved with great firmness; and although his kingdom had suffered from violent earthquakes, and was convulsed by domestic conspiracies, yet he determined not to forsake his old friends. The consequence was, that their respective Ambassadors left the Court of Lisbon; and the confederated Courts formally declared war against his Portuguese Majesty, on the
most

most frivolous pretexts that ever were urged for such a measure. His Britannic Majesty being resolved to give his Most Faithful Majesty all the support in his power, a considerable fleet, and near ten thousand land forces, were immediately sent him, (See Note 174.) besides a great number of sea and land officers, to serve in his navy and army. These, joined with the Portuguese troops, foiled all the efforts of the Spanish and French forces to obtain possession of Portugal.

EAST INDIES.

IMMEDIATELY after the taking of Pondicherry, four sail of the line were detached under the command of Rear-Admiral Cornish, with a body of troops under Major Hector (now Sir Hector) Munro, in order to reduce Mahie, on the Malabar coast; the only settlement that remained in the possession of the French on the peninsula of Indostan. When off that place, they were joined by Thomas Hodges, Esq. Commander at Tillycherry, to whom, and the above officers, M. Louet surrendered Mahie on the 10th of February.

In the month of April, the service received a severe blow by the death of Rear-Admiral Stevens, a brave and an excellent officer, who had frequently distinguished himself in the service of his country. He fell a victim to the unhealthiness of the climate, and was succeeded in the command of the squadron by Rear-Admiral Cornish, who, in consequence of orders from England, repaired with the fleet to Bombay, to put it in the best condition possible for sea. The ships on this station were now considerably diminished in numbers. (See Note 175.) The Cumberland sunk off Goa; but the crew were saved: and the Tiger and Salisbury were condemned, as unfit for service.

In consequence of a design to attack the islands of Bourbon and Mauritius, a body of troops had been embarked at Portsmouth, under Major-General Kingsley, who were to be escorted to their destination by a squadron of men of war, commanded by Commodore Keppel. The Commander in Chief of his Majesty's

Majesty's fleet in the East Indies had orders to repair to the island of Diego Rays, this island being appointed the general rendezvous, with the greatest part of the squadron under his command, in order to join Commodore Keppel there, and immediately on his arrival, to detach two ships to the bay of St Augustine, in the island of Madagascar, where he would find a frigate with dispatches for him. As soon as the Elizabeth, America, Falmouth, Chatham, and Seaford, together with the Alderney sloop, were ready, he dispatched them under the command of Commodore Tiddeman. They got off the island of Diego Rays the 14th of September, and were joined, in the end of October, by Rear-Admiral Cornish in the Norfolk, having with him the Grafton, Weymouth, and York, and the Company's frigate, Revenge: the strength of the squadron was farther increased by the arrival of the Lenox and South-Sea-Castle, on the 10th of November.

As soon as it was determined to relinquish the design against the islands of Mauritius and Bourbon, the Terpsichore of twenty-six guns, commanded by Sir Thomas Adams †, was sent out with dispatches to Admiral Cornish in the greatest haste, to inform him of it. His orders were, to proceed to the bay of St Augustine in the island of Madagascar, and wait there until the Admiral should send a ship to receive the dispatches with which he was charged. As soon as Admiral Cornish got to the rendezvous, he sent Commodore Tiddeman in the Elizabeth, accompanied by another ship, to look into the bay of St Augustine, and bring him his dispatches from England. But when they approached the island of Madagascar, the weather was so extremely tempestuous, that it was judged impossible for a ship to ly at anchor in the bay of St Augustine; so that they returned to the Admiral without the dispatches from England. Sir Thomas Adams remained in the bay of St Augustine until his provisions were nearly exhausted, his crew extremely sickly, and the Terpsichore almost a wreck. He was forced to purchase provisions from the natives; and, despairing

† This account the author had from Sir Thomas Adams,

ing of hearing from Admiral Cornish, was constrained to bear away for the Cape of Good Hope, where he arrived in a very shattered condition.

The squadron under Admiral Cornish, having only four months provisions on board when they left India, began now to be in great distress. Having relied on the fleet expected from England for supplies of stores of all kinds, no accounts being received of Commodore Keppel, and the tempestuous season approaching, the Admiral was at length obliged to make for Madras with the ships he had with him, where he arrived, after having lost a great number of men. The York, while on this cruise, ran foul of the Revenge frigate in a dark night, with such force, as to stove in all her gunwale to the water's edge, besides carrying away her main-mast. In this disagreeable rencounter, the York lost her fore-mast, bowsprit, main-top-mast, and main-yard. As it blew very hard, the people in the York feared that the Revenge had gone to the bottom, the officer of the watch having thrown himself on board of the York. Next day, however, as they were working to windward, to inform the Admiral of their disaster, they had the pleasure to see the Revenge, but much disabled. The York was very sickly; and not being able to make much sail for some days, they found it impossible to work up to the fleet; but the Chatham being in company, afforded them a great deal of assistance. Both ships, however, now becoming exceedingly scarce of provisions, their crews sickly, and finding it impracticable to regain the fleet, they were forced to bear away for the Cape of Good Hope.

By the time they arrived there, the crew of the Terpsichore were quite recovered; and Sir Thomas Adams seeing three sail in the offing, went off in his barge to meet them, supposing them to be British ships; but just as he had got along-side of the headmost, he perceived her to be a French ship of the line: on this, he rowed for the two sternmost, which proved to be the York and Chatham, in the most distressed situation that imagination can form. The first was under jury masts, and had near three hundred sick men on board; the few that were able to stand the deck, were in a most wretched plight, the

Captain

Captain and all the officers being obliged to work as hard as any of the foremast men, both at pump and braces; they had likewise, for a considerable time, been short of bread. The reigning disorder on board was the highest degree of a dropical scurvy, by which, in the space of one month, (the time employed from their first bearing away, to their arrival at the Cape), they had buried upwards of sixty men. The Chatham, in point of sickness, was not in a better condition than the York. The night before they made the land of the Cape of Good Hope, they fell in with the French ship of war before mentioned, viz. the Centaur of seventy guns, from the Mauritius, who had been at the bay of St Augustine in quest of the Terpsichore frigate; but, missing her, had bore away for the Cape. She did not choose to come near, perceiving them both to be two-decked ships. This was a fortunate circumstance for the York and Chatham; as, had she attacked them, an easy conquest would have been made of both ships, neither of them being in a condition to make any resistance.

Sir Thomas returned immediately to his ship, and not only sent all the men he could spare, but all sorts of refreshments for the sick, and soon after brought both ships to an anchor. He waited on the Governor, to whom he related the melancholy condition in which he found them, when his Excellency gave immediate orders for every possible assistance being afforded them. An hospital was instantly provided, and the sick landed from both ships; but in doing of this, although every care was taken of them, several died. Such, however, as reached the hospital, and partook of the refreshments with which the Cape of Good Hope abounds, speedily recovered.

The ships were fitted for sea with all possible dispatch. While this was doing, a large fleet of Dutch East India Company ships arrived at the Cape from Europe, and, a few days afterwards, a letter from a British sailor on board one of the Dutch India ships, was conveyed to Captain Lynn of the Chatham, intimating, that himself and several British subjects had been kidnapped in Holland, and were now detained on board the Dutch India ships, contrary to their inclinations. The

British

British Captains, in hope of getting this affair amicably settled, waited on the Governor of the place, as well as the Commodore of the Dutch ships, and made known their orders how to act when such complaints were made to them. The Dutch Commodore urged, that the affair was misrepresented; that they were mostly volunteers; and that, without their aid, they could not navigate their ships on their respective voyages. The British Captains could not give up the point; and, in conformity to their orders, insisted on searching the Dutch ships for the British subjects; with which the Dutch at last complied, when near one hundred and fifty British seamen were obtained. They proved a very seasonable supply to the York and the Chatham; as, without them, they would have scarcely been able to have navigated the two ships back to India, whither they soon afterwards sailed*. The *Terpsichore* returned to England.

WEST INDIES.—*Leeward Island Station.*

COMMODORE SIR JAMES DOUGLAS commanded his Majesty's ships on this station. He was very active in distressing the enemy's privateers, and afforded very ample protection to the islands and their trade. His squadron was reinforced by the

VOL. II.

F f

Stir-

* A like circumstance happened to Sir Thomas Adams, on his voyage to Madagascar. Falling in with a Dutch East India ship, outward bound, mutual civilities passed. The Dutch Captain sent one of his mates, and invited Sir Thomas on board to dinner. He being indisposed, could not go; but sent his first Lieutenant, who was most politely entertained, and shewn every part of the ship. When between decks, a slip of paper was put into his hand, on which was written an information that several British sailors were detained on board, contrary to their inclination, and praying him to get them released. The Lieutenant requested that the men might be delivered up to him; which the Dutch Captain refused. Sir Thomas Adams being made acquainted with the affair, he assured the Dutch Captain, that he was sorry to do any thing offensive to him, after the politeness he had shewn them; but he must obey his orders, which led him to use force, if nothing else would do; a necessity, he hoped, he would not compel him to. Upon this, the men in question were delivered up.

Stirling-Castle, Norwich, Falkland, Sutherland, Penzance, and Repulse, (See Note 176.) which escorted a body of troops from North America, under the command of Lord Rollo. The island of Dominica was so much under the influence of France, and so partial to the privateers of that nation, that it could not with propriety be any longer considered as a neutral island: orders had therefore been sent from England to attack it. Accordingly, on the 4th of June, Sir James Douglas, in the Dublin, sailed from the Basse Terre, in the island of Guadaloupe, having with him the *Belliqueux*, *Montagu*, and *Sutherland*, and Lord Rollo, with the troops under his command. On the 6th, he anchored in the road of Roseau, the capital of the island. Two officers were immediately sent on shore, with a manifesto, signed by the Commodore and his Lordship, setting forth the reasons for their coming in a hostile manner, summoning the inhabitants to surrender. This paper being read to the people by the officers; two of the principal inhabitants came off, soon after, and went on board the *Dublin*, with a design to treat about a capitulation for the island.

Whether this was only a feint to gain time, or that the people on shore had, in their absence, been spirited up by M. Longprie, the Governor, to stand on their defence, it is difficult to determine; but, soon after they were set on shore in the afternoon, an answer was given, that they would defend themselves; whereupon the inhabitants appeared in arms at all their intrenchments and batteries, both at the town, and at the heights above it. Every thing having been previously concerted between Lord Rollo and the Commodore, the latter immediately on this made the signal for the troops to prepare to land; when the ships moving close to the shore, came to an anchor with springs on their cables, and began so warm a cannonade, that the enemy's batteries were soon silenced. Under cover of the fire from the ships, the troops landed in most excellent order, and immediately formed on the beach, while a part of them marched and took possession of the town. Lieutenant-Colonel Melvill, at the head of the grenadiers, seized a flanking battery and part of an adjoining

intrenchment which the enemy had abandoned on his approach. The enemy then retreating to a little distance, kept up an irregular fire of musketry from behind trees and bushes, and now and then fired a few shot from a battery they had, which overlooked the intrenchments, the town and the shore. Night was now come on; and as Lord Rollo apprehended that the troops might suffer much from some cannon and musketry which the enemy had placed on works they had erected on the side of a hill, which commanded the ground near to where the troops were posted, and conjecturing, that the country being now alarmed, and extremely capable of defence, the enemy might be considerably reinforced before morning, he resolved to attack them in their intrenchments immediately.—Lieutenant-Colonel Melvill led on the grenadiers with great spirit: he was supported by the battalion troops. They successively drove the enemy from all their batteries and intrenchments in great confusion, and took post at their head-quarters. On this occasion, M. Longprie, the Governor, M. de la Couche, the second in command, and several of the principal inhabitants of the island, were made prisoners. The loss sustained by the British was only two men killed, and four wounded. Next day the whole island submitted; and the people having delivered up their arms, took the oath of submission to his Britannic Majesty. The place being taken by assault, Lord Rollo would grant them no terms, but protection, until his Majesty's pleasure should be known.

By means of spies, the Commodore gained intelligence that a frigate, with a ship under Neapolitan colours, and a snow, richly laden, were soon to sail for Europe, from St Pierre's in the island of Martinico. Ships were stationed to intercept them; which they certainly would have done, had not a gale separated them soon after sailing, by which the frigate escaped, but the other two were taken. The Virgin sloop, commanded by Captain Brisbane, took a schooner laden with coffee: the making of this capture was attended with so many circumstances of resolution and good conduct, that they deserve particular mention. The schooner was at anchor close to the island of

St Lucia. On the Virgin standing for her, the people on shore got under arms to prevent them from attacking the schooner, and kept an incessant fire from swivels and musquetry on the Virgin and her boat, (which had put off to endeavour to board the schooner) by which Captain Brisbane and seven men were wounded. This obliged Lieutenant Brabazon, who commanded the boat, to return on board for a set of fresh men, those he had with him being all disabled by wounds. This done, he once more rowed for the schooner, and, under fire of the floop, he boarded, and brought her off.

Mr Pitt having determined to make an attack on all the French islands in this part of the West Indies, had, for this purpose, ordered a very large military force to proceed to that quarter, as soon as the hurricane months were over. These were to be joined by a considerable reinforcement from Europe; and the command of the fleet which was to co-operate with the army, was bestowed on Rear-Admiral Rodney.

WEST INDIES.—*Jamaica Station.*

REAR-ADMIRAL HOLMES commanded his Majesty's ships on this station, (See Note 177.); and, considering the few ships of any consequence the French had now at sea, his cruisers were pretty successful. On the 7th of January, the Trent, commanded by Captain Lindsay, fell in with, and gave chase to Le Bien Aimé, a French merchant frigate of twenty guns, and eighty-five men, from Martinico for France, laden with sugar and coffee. Coming close up with her, a close engagement took place, which lasted an hour; when she struck, having twenty men killed and wounded. The Trent had only one man killed, and five wounded. She proved a very valuable prize.

The Cambridge being under repair, and the Admiral receiving intelligence that the St Anne was soon to put to sea from Port au Prince, he hoisted his flag on board of the Centaur, and, with some other ships, got off that port on the 5th of June

June, which he blocked up in such a manner, that he could not fail of intercepting her. Early in the morning, the Hampshire got sight of the St Anne, and chased her right down upon the Centaur to leeward. Upon the chase discovering the Centaur, she hauled up, and was kept between the two ships till she was almost in-shore, and becalmed about a league to the northward of Donna Maria bay, when she began to fire her stern-chase. A little after nine o'clock, the Centaur got up close along-side of her, and began to engage her; on which she struck her colours. She was pierced for sixty-four guns, but had only six twenty-four pounders, twenty-six twelve pounders, and eight eight-pounders mounted, with a crew of three hundred and eighty-nine men, and was commanded by M. d'Aguillon. She had on board a cargo of great value, consisting of indigo, sugar, and coffee. Being a fine ship, and almost new, she was purchased by Government, and added to the Royal Navy by the same name.

On the 21st of December, Rear-Admiral Holmes died, universally lamented. The command devolved on Captain Arthur Forrest of the Centaur, the senior Captain, until the arrival of Sir James Douglas.

NORTH AMERICA.

LORD COLVILL had the command of his Majesty's ships on this station, (See Note 178.); which having now no enemy to contend with, were mostly employed in escorting large bodies of land-forces to the West Indies. Some of the transports having separated from their convoys, several of them were met by French privateers of considerable force, which attacked them; and though the transports had no guns, yet they made such a stout resistance with their small arms, that they beat off the enemy. In these actions, an officer of Colonel Montgomery's Highland regiment, and a good many private men, were killed, and several officers and private men wounded.

MEDITERRANEAN.

HIS Majesty's ships on this station were commanded by Vice-Admiral Saunders, (See Note 179.) who, towards the close of this year, received a very considerable reinforcement under the command of Sir Piercy Brett. On the 1st of April, the *Isis*, Captain Wheeler, being on a cruize off Cape Tres Forcas, fell in with a large sail, to which he immediately gave chase, and got along-side of her about six in the evening, when a warm action took place, in the beginning of which, Captain Wheeler, a midshipman, and a quarter-master, were killed by one shot. The command of the *Isis* devolved on Lieutenant Cunningham, who continued a running fight (the enemy endeavouring to make off) until half past ten; at which time they endeavoured to get to the northward of the *Isis*, so as to gain the Spanish shore. To prevent this design being effected, Lieutenant Cunningham found it necessary to run on board the enemy, which was done without any damage to the *Isis*, except the loss of one of her anchors; soon after which, the enemy surrendered. She proved to be the *Oreflame*, a French ship of war of fifty guns, but had only fourteen eighteen-pounders, and twenty-six twelve pounders mounted. She had between forty and fifty men killed and wounded in the action. Her cargo was very valuable; and, although deeply laden, she was able to use her lower ports. The *Isis* had only four men killed, including the Captain, and nine wounded.

The *Thunderer*, *Modeste*, *Thetis*, and *Favourite* sloop were ordered to cruize off Cadiz, in hopes of intercepting *L'Achille* of sixty-four, and *Bouffon* of thirty-two guns, two French ships of war, which were expected soon to sail from that port. On looking into Cadiz, on the 14th of July, it was perceived that the French ships had stole out; and, judging what course they would steer, the British ships followed them with a press of sail. On the 26th, about two in the afternoon, they got sight of them; and about one in the morning of the 17th, the
Thun-

Thunderer got close along-side L'Achille, and began a very close action, when unfortunately one of the Thunderer's upper-deck guns burst, which blowing up a great part of the poop, killed and wounded a great many men, and set fire to the ship. The fire, with some difficulty, was got extinguished, and the engagement was instantly renewed. The ships getting quite close to each other, Lieutenant Leslie, at the head of one hundred and fifty men, resolutely boarded the enemy, when they struck. About seven in the morning, the Thetis got up with the Bouffon, and engaged her very closely for half an hour; when the Modeste coming up, and firing a few shot, the enemy surrendered. Both the prizes had a great many men killed and wounded in the respective actions. The Thunderer, besides being considerably damaged in her hull, masts, yards, and rigging, had seventeen men killed, and one hundred and thirteen wounded, seventeen of whom died a few days afterwards. Among the wounded was Captain Proby, (who received a slight hurt in the hand), and the second and third Lieutenants. The Thetis sustained no loss.

The Cygnet took the Julius Cæsar privateer of eighteen guns, and one hundred and thirty-five men; and the Favourite sloop took the St Joseph and St Antoine Spanish privateer, of twelve guns and eighty-five men.

TRANSACTIONS AT OR NEAR HOME.

ADMIRAL SIR EDWARD HAWKE, having along with him Vice-Admiral Sir Charles Hardy, remained at their station in Quiberon-bay, with a considerable fleet, watching the French ships of war, which continued blocked up in the river Vilaine; the better to observe whose motions, the Admiral detached four ships of the line, under the command of Captain Gambier, who anchored about a league from the entrance of the river; and every night, some small craft kept plying between the river's mouth and the ships, in order to give notice, in case the enemy should try to make their escape: this was

the more necessary, as intelligence had been received, that a great reward had been offered by the King of France, to any person who would undertake to bring out the ships of war in Villaine river, and conduct them to Brest or Rochefort.

To accomplish this, the enemy chose a very dark night, and a high tide; and on the 2d of January they effected it. As soon as they came out, the small craft gave the alarm; and being necessitated to sail close by the ships under Captain Gambier, one or two of the French ships were seen, and a gun fired into one of them. Of this they took no notice, but kept standing on; whereupon Captain Gambier, immediately letting Sir Edward Hawke know by signal what had happened, flipped his cables, and put to sea with the Burford, Prince Frederick, Edgar, and St Florentine. His own judgment would have led him to make for the entrance of the harbour of Brest; but perceiving a light, he consulted his officers, who advised him to follow it. This he did with a crowd of sail, and came up with the chase next morning. She was a Spanish vessel, and had been made use of as a decoy to mislead our ships. On this, Captain Gambier directly made for Brest, whither he arrived only a few hours too late, for overtaking the fugitives.

The secret expedition under General Kingsley having been relinquished, Sir Edward Hawke, and Sir Charles Hardy, returned to England, the beginning of March, leaving a small squadron in Quiberon-bay.

Another secret expedition being ordered, and every thing in readiness, Major-General Hodgson, who was appointed to command the land-forces, gave orders for the army to embark. It consisted of twelve battalions of infantry, two battalions of marines, and three companies of the regiment of artillery; which force was to be followed by four troops of light-dragoons, making in all about ten thousand men. The squadron which was to co-operate with it, consisted of ten sail of the line, eight frigates, three sloops, three bomb-ketches, and two fire-ships, and was commanded by Commodore Keppel. (See Note 180.) Such was the strength of this formidable armament, which sailed from St Helens the 29th of March; but it was
the

the 6th of April before the wind permitted them to get sight of the island of Belleisle, against which they were designed.

In the evening the Commodore detached six frigates, with orders to station themselves between the main and the island, to cut off the enemy's communication with the continent. Ever since the end of last autumn, when Belleisle had been threatened with an invasion, the enemy had spared no cost or pains to put it in a state of defence. Intrenchments and batteries were raised at every place where a landing was thought practicable; and a strong garrison was placed in the fort, under the command of the Chevalier de St Croix, one of the best officers in the French army. Early in the morning of the 7th, the fleet passed the south end of the island; and, sailing very near the shore, gave the General and the Commodore an opportunity of reconnoitring the coast, and enabled them to fix on a place where a descent could be made with the greatest probability of success. This they thought could be effected, in a bay near the point of Lomaria; but the wind being then southerly, it could not be attempted at that time: at noon, however, the whole fleet came to an anchor in the great road of Palais. The General, Commodore, and some other officers, went immediately in a cutter, to examine the coast to the northward; but they found the enemy so well prepared at every place, and so extremely alert and attentive to all our motions, that they could not fix upon a spot where a landing could be made good, without risking a great many lives. While on this service, the flat-boats were hoisted out, and the troops got in readiness to land on a moment's warning. The General Officers returned too late in the day, to make any attempt for a landing; but they settled a plan for a descent, which they resolved to put in practice next morning, at a place called Port Andro; which place they had particularly noticed on the 7th, as they sailed along the island.

In order to distract the enemy, and to divide their attention as much as possible, a feint to land was to be made near to Saugon at the same time. For this purpose, Sir Thomas Stanhope, and four ships of war, with the transports having the ninety-seventh

seventh and ninety-eight regiments, and the marine corps on board, were ordered to proceed on this service, in order to draw off a considerable part of the enemy's forces to that part of the island, to oppose this supposed debarkation. On the 8th, early in the morning, the wind being at N. E. a signal was made for the troops to get into the boats, and to repair to the rendezvous. The Dragon and Achilles, with the two bomb-ketches, were ordered to sail round the Point de Lomaria, at the south-east end of the island, and to attack a four-gun battery which defended the entrance into the bay of Port Andro, where it was intended the troops should endeavour to force a landing. Commodore Keppel shifted his broad pendant from the Valiant to the Prince of Orange; and, with the troops in the flat-boats, soon after followed the ships to the bay of Port Andro. The Achilles led the way into the bay, and began the attack, in which she was so well seconded by the Dragon, that the enemy's cannon were soon silenced; on which the Achilles hoisted a Dutch jack at the main top-gallant-mast head, being the signal that they had done so. Immediately the signal was made from the Prince of Orange for the troops to land. They rowed for the shore in three divisions, conducted by Captain Barton of the Navy; it being intended to land at three places, contiguous to each other, at the same time. The enemy was posted in the strongest manner, intrenched up to the teeth on the sides of a steep hill, the foot of which they had scooped away to such a height, that it was impossible to get up to their breast-works without the assistance of scaling-ladders. The troops, however, made good their landing, notwithstanding a heavy fire of small arms from the enemy's works. But, after performing prodigies of valour, the General, finding all their efforts ineffectual to ascend the hill, was obliged to order a retreat, after sustaining considerable loss. Here Generals Crawford and Carleton (now Lord Dorchester) exerted themselves greatly: the latter received a wound in the thigh.

One of the flat-boats, having on board sixty grenadiers of the sixty-seventh regiment, had landed at a very difficult place, at some distance from the spot where the army was ordered to land.

land. These getting to the top of the hill, Captain Osborne there formed his little band with great judgment; but they were so quickly attacked by much superior numbers, that they were totally routed; all of them, excepting twenty which the boats brought off from the rocks to which they had fled, being either killed or made prisoners. Had Captain Osborne's landing been observed in due time, and succours immediately sent to him, he would certainly have maintained his ground until the army had landed, when the enemy must either have retreated, or been cut to pieces: he unfortunately fell in this gallant attempt. The fire from the ships effectually covered the retreat of the army; but scarce were they got out of the bay, when they were overtaken with a severe gale of wind, in which all of them were in the greatest danger of being lost. They had far to row to regain their ships; and night coming on, the transports got foul of each other, when many anchors and cables were lost, together with twenty flat-bottomed boats.

While the attack was making at Port Andro, Sir Thomas Stanhope caused the troops to be embarked in boats, with every appearance of making a descent near to Sauçon, in order to second the operations at the south part of the island. The loss sustained by the army, on the 8th, amounted to near five hundred men, in killed, wounded, and prisoners. As soon as the weather became moderate, all diligence was used to get the damages they had sustained, repaired in the best manner that circumstances would admit of; but the loss of so many flat-bottomed boats was severely felt in their next attempts to land, and occasioned the debarkations to be inferior in point of force to what they had hitherto been.

The arrival of the transports, however, under convoy of the Windfor, Captain Cleveland, having the light-dragoons on board, was of considerable service, as it enabled General Hodgson to form another feint, when he repeated his attempt to force his landing. The coast being explored with the greatest care, a plan of attack was concerted for making a descent on the 22d, at a place called Fort d' Arsic, under the conduct of Major-General Crawford. In order to second his operations, two feints were

were to be made at the same time: the first near St Foy, under the conduct of Brigadier-General Lambart, but who had orders, in case he saw any prospect of success, to land, and endeavour to maintain his ground until he was reinforced: the other feint was to be made at Sauçon, where the transports, having the light-dragoons on board, were convened; which, with the Torbay, Temeraire, and other war ships, made a very formidable appearance. The Sandwich, Dragon, and Prince of Orange, together with two bomb-ketches, and two armed transports, were ordered to cover the landing of the troops at Fort d' Arsic; the debarkation to be under the direction of Captain Barton. Sir Thomas Stanhope, in the Swiftsure, with the Hampton Court, Essex, and Lynn, were ordered to attend the operations of the corps under Brigadier-General Lambart. Early in the morning of the 22d, the ships were all at their respective stations, and soon silenced the enemy's batteries.

While this was performing, the troops got into their boats and rowed to the rendezvous, under the stern of the Achilles, ready to proceed to the places of attack. The signal being made to land, about three o'clock in the afternoon, they rowed off in two divisions; and kept close together, till nearly abreast of the spots where descents were to be attempted. The troops under Brigadier Lambart, being close under the steep rocks, were not much seen by the enemy, who judged that the principal attack was to be made at Fort d' Arsic. Brigadier-General Lambart, thinking the place he was sent against weakly guarded, ordered the troops to land. The grenadiers of the 19th regiment, commanded by Captain Paterfou†, clambered up the rocks unperceived by the enemy, and reached the summit. These were followed by a small corps of marines, headed by Captain Murray. This was quite unexpected by the enemy, who trusted entirely to the great height of the precipice, and thought it impossible that a landing could be effected here. Some more troops arriving, they formed on the top of the rock; when being perceived by the enemy, the regiment of Bigorre marched down the hill, and attacked them with great resolution.

† Afterwards Major-General Paterfou.

tion. The troops now posted themselves behind a wall, from which the enemy could not force them; and, keeping up a steady and well-directed fire, they maintained their ground until Brigadier-General Lambart arrived with the grenadiers of the thirtieth regiment, and the remainder of the marines, under Lieutenant-Colonel Mackenzie; upon which General Lambert ordered the troops to move briskly on, and attack the enemy in turn, which they did with great spirit; and taking them in flank, they forced them to retire to the top of the hill, where they had some field-pieces.

In the mean time, Sir Thomas Stanhope, who was extremely attentive to all the motions of the troops, the moment he perceived that they had made good their landing, made the signal for all the boats, manned and armed, to go to their assistance. On this, the division of troops designed to attack Fort d'Arfic, rowed with the greatest dispatch to second General Lambart; who, as soon as he found that he had force sufficient, marched up the hill, and attacked the enemy. They only fired their cannon once, and fled. Three brass field-pieces, and some wounded prisoners, were taken here. Our loss, on this occasion, did not exceed thirty men. Captains Paterfon and Murray, whose behaviour did them the greatest honour, were both wounded; having, with their companies alone, stood an attack from near three hundred of the enemy's best troops, until they were reinforced by some of General Lambart's corps. By five in the evening, the troops were all landed; when the General having arranged his forces, pushed on near three miles after the enemy; and taking post on an eminence, the army there lay on their arms all night.

In the night, the enemy lighted a large fire on the top of a hill in the middle of the island. This was a signal for all the inhabitants, able to bear arms, to repair to Palais. In order to retard the march of the army as much as possible, the enemy broke up the roads, demolished the bridges, and, after spiking up the cannon, and destroying the carriages, blew up all their little magazines at the different batteries along shore. Early on the 23d, General Hodgson put the army in motion, and march-
ed

ed towards Palais. M. de St Croix having now collected his whole force, twice shewed an intention of making a stand, and risking a battle. But the British General advanced with such caution, and at the same time with such resolution and briskness, that the enemy retired as the troops approached; and finally shut themselves up in their redoubts, and citadel of Palais.

When the news reached London, of the check General Hodgson had received on the 8th of April, the nation seemed displeased, not having been accustomed of late to rebuffs of this sort. The Minister immediately ordered a reinforcement of four battalions of infantry, together with a supply of flat-bottomed boats, cables, anchors, and all sorts of naval and military stores to be sent to the besiegers. They were escorted by five ships of the line. (See Note 180.)

The first step that General Hodgson took, was, to secure all the necessary posts and passes, and to establish a proper communication with the fleet. At first, the weather being very unfavourable for landing the cannon, ammunition, intrenching tools, and provisions, occasioned a delay of several days before he could break ground before the place. M. de St Croix availed himself of this as much as possible, and added new works to those already constructed; having with great labour and judgment raised six redoubts to defend the town of Palais, which it was absolutely necessary to take, before the approaches could be carried on against the citadel, as he had placed them on the very ground where he judged some of our batteries must be erected.

It was the 2d of May before our batteries opened, when their effect was soon perceived. The night following, the enemy made a vigorous sally, with a corps of four hundred men, headed by one of their best officers. They attacked our most advanced work, which they forced, and there made Major-General Crawford, who was exerting himself very much, and his two aids-du-camp, prisoners. They then pushed on, and attacked the trenches; when their leader was heard to encourage his men, by calling out to them, “ Allons, mes enfans; mes soldats, allons! voilà, c’est la voye à l’honneur, à la gloire, à la
“ victoire.”

“ victoire.” He then leaped into the works, but was instantly pierced through the heart by the thrust of a bayonet from a grenadier of the thirtieth regiment. A good deal of firing now commenced on both sides; but a party of marines, under the command of Captain David Hepburn, arriving very seasonably to the assistance of the troops in the trenches, they attacked the enemy so briskly, that they were forced to retire with considerable loss. Sir William Peere Williams, of the sixteenth regiment of light-dragoons, in returning from visiting an out-post, the night being dark, unfortunately mistook his way, and getting close to the citadel, was shot by one of the enemy’s centinels. When the engineer began to extend his second parallel, he found it necessary that one of the enemy’s redoubts should be attacked. The General gave orders that two hundred men should assault it next morning, and that four pieces of battering cannon, one howitzer, and a number of cohorns, should play on it all night. This greatly shattered the place, and fatigued the enemy; so that when the detachment marched against it next morning, (the 13th), they, perceiving with what intrepidity our troops advanced to the redoubt, surrendered themselves prisoners. Captain Smith of the thirtieth regiment, and Captain (now Major-General) Carruthers, who commanded the detachment, resolved to take advantage of the panic in which they found the enemy: they therefore pushed on, and attacked two more of the enemy’s redoubts; but, in order to avoid being made prisoners, the French abandoned both, and fled with precipitation to the citadel.

Brigadier-General Jennings commanded in the trenches, and had a corps ready to have supported the troops in assaulting the redoubts, if it had appeared necessary. At this time, an officer observed to him, that it was a pity not to take advantage of the consternation the enemy appeared to be in, by instantly attacking the other three redoubts; when Major Nesbitt, of the sixty-ninth regiment, offering to undertake that service with two hundred men, the Brigadier agreed to the proposal. He ordered all of that regiment then on duty in the trenches (amounting only to three hundred and seventy men) to attend the

the Major, who lost not a moment, but marched against the three remaining redoubts with the greatest resolution, and carried them with very little loss; the enemy abandoning them successively as the troops approached. In these works were found a great quantity of ammunition, wall-pieces, and intrenching tools. In this attack, Major Nesbitt and nine men were wounded, and four men killed. The enemy, besides very considerable loss in killed and wounded, had one hundred men made prisoners.

General Hodgson followed up this stroke very briskly, and immediately made a lodgment in the town, which obliging the enemy to abandon it, they were now closely blocked up in the citadel. From the alertness of the squadron, all communication between the continent and the citadel of Palais was entirely cut off; and the place being now completely invested, all hope of relief to the besieged was precluded; who, in the end were compelled to surrender; their numbers daily decreasing, and the defences of the place so much ruined, that they had no safety but the casemates.

M. de St Croix, however, resolved to defend the place to the last; and, by that means, to establish his own honour and reputation, and make the besiegers pay as dear for the place as possible. He repeated his forties; none of which, however, had effect sufficient to retard the operations of the siege. One of these having been directed against a small battery of cannon, where Lieutenant Lachlan Cuthbert commanded, the people he had with him, thinking they would be overpowered, fled, and left their officer alone. He upbraided them with their conduct, pointed some of the guns at the enemy, and fired them. His distress being observed, a reinforcement of men was sent him so very speedily, that the enemy were prevented from seizing the battery, and soon obliged to retreat with loss. General Hodgson was so much pleased with the gallant behaviour of Mr Cuthbert, that he gave him his thanks in the public orders of next day.

By the 16th of May, the batteries were completed, and the citadel was incessantly played on from forty mortars, ten howitzers,

itzers, ten thirty-two pounders, twenty twenty-four pounders, and ten twelve pounders; while the brass field-pieces were occasionally employed to fire ricochet, to clear the enemy's works. On the 20th, one shot from the citadel killed a serjeant and thirteen men; and the same day, two sailors were killed, as they were dragging cannon to a battery. On the 20th, at night, one of our shells entered a small place in the citadel, made a great explosion, and drove some of the stones into the town with such force, as killed one man belonging to the British, and wounded several more. The 25th, the breach began to appear considerable; on which day, a flag of truce was sent from the citadel, with a letter from Major-General Crawford, to General Hodgson; complaining, in the name of the British prisoners in the citadel of Palais, against M. de St Croix, who had ordered them to be confined in the upper part of one of the houses in the garrison, where they were exposed to the British shot. Colonel Burgoyne was immediately dispatched to the continent, with a letter to the Duc d'Aiguillon, remonstrating against such treatment. The Colonel returned, and brought an Officer back with him, charged with letters to M. de St Croix from the Duc d'Aiguillon. He was directly conveyed into the citadel; and soon after, the prisoners were removed to the casemates.

From this time, to the 7th of June, the approaches made a rapid progress, and the breach appeared so wide, that preparations were making to storm the place, when M. de St Croix beat the Chamade. The Commodore was immediately sent for; and the terms for surrendering the citadel being adjusted and signed, (See Note 180.) possession was taken of it the next day. In consideration of the gallant defence made by M. de St Croix, the garrison were allowed all the honours of war; marched through the breach the British cannon had made in the walls of the citadel, and were immediately embarked for France. The loss the enemy sustained during the siege was very considerable. When the place was first invested, the strength of the garrison amounted to two thousand six hundred men; and when they marched out, on the 8th of

June, their numbers consisted of one thousand six hundred and seventy-eight men. By this it appears, their loss in killed, wounded, prisoners, deserters, and sick, amounted to nine hundred and twenty-two. The loss the British suffered by the enemy, from the 22d of April, to the 7th of June, was thirteen officers, and about three hundred men killed; with twenty-one officers, and about four hundred and eighty men wounded, (See Note 180.): among the latter was Brigadier-General Howe. But the loss the army sustained by the enemy was small, when compared with what they suffered by sickness. The great fatigues they underwent during the siege, and a want of proper refreshments, threw many into a fever and dysentery, which carried off great numbers.

It redounds much to the honour of the Navy and Army, that, during this fatiguing siege, the greatest harmony subsisted between the two services: both had their share in this arduous work; and it must be allowed, that the assistance of the fleet contributed greatly to the success of the enterprize. The Commodore sent the Honourable Captain Barrington, as did the General his aid-du-camp, Captain Rook, with their respective dispatches, which announced the army's having made good their landing on the 22d of April. His Majesty gave to both a most gracious reception, and ordered each of them a present of 500*l*. When the island surrendered, the General again sent Captain Rook, and the Commodore, Captain Barrington, with the agreeable intelligence to England. On this occasion, also, the King received them very graciously, and again ordered each a present of 500*l*.*

General Crawford was appointed Governor of Belleisle, and a strong garrison left in it: but when the Spanish war broke out,

* The Commodore having occasion to send some dispatches of importance to England, intrusted them to Captain Scroop, of the Hampton-Court, who, as soon as the ship was anchored at Spithead, put off in his barge, in order to land at Portsmouth, and set out for London. He was unfortunately overtaken by a sudden and heavy squall, when the barge oversetting, most of the people were drowned: but Captain Scroop, and a few others, after swimming for a considerable time, were, with the greatest difficulty, saved by a boat, which put off to their assistance.

out, he was detached with the greatest part of the troops to Portugal. The remainder were sent to the West Indies under Brigadier-General Rufane. A fresh garrison was sent from England, of some new raised regiments; and Colonel James Forrester, of the ninety-seventh regiment, was appointed Governor.

BASQUE ROAD, AND THE ISLAND OF AIX.

AFTER the surrender of the island of Belleisle, Commodore Keppel detached a squadron from his fleet, under the command of Sir Thomas Stanhope, to Basque Road, with a design to attack such of the enemy's ships as he might find there, and to demolish any new works they were erecting on the island of Aix. (See Note 181.) Sir Thomas came to an anchor with his squadron in Basque Road, and not finding any of the enemy's ships, he next day detached Captain Parker with the Buckingham, Monmouth, Nassau, and Furnace bomb, to destroy the fortifications on the island of Aix.

Captain Parker anchored off the island with the ships under his command, and sent ashore Captain Chaplen of the Furnace bomb, to blow up the works. The enemy had six prames and a great number of row-gallies at the mouth of the river Charente, which, on the 21st of July, endeavoured to remove the ships at anchor off the island of Aix, which they attacked with twelve mortars, and upwards of seventy pieces of cannon. About seven in the morning, the enemy's vessels, accompanied by a number of launches full of men, weighed anchor from the Passe des Filles, and, with the tide of ebb, dropped towards the ships. They drew up in close line ahead; and, from their number and motions, it was first conjectured that they meant to come quite close; but they soon after hauled their wind, and brought up in a regular line upon the shoals, between the island of Ent and Fort Fouras; and, at a quarter after nine o'clock, began to bombard and cannonade. In less than half an hour, they got the distance exact, on which the British ships veered away, to be out of the reach of their shells;

but as they veered, the enemy weighed anchor, dropped with the tide, and still preserved their distance. Upon this, all the ships hove ahead, expecting, as they had neared them so much, that the enemy's vessels would be within reach of their cannon; and indeed several of the shot struck them. At half an hour after eleven, the boats of the Squadron in Basque Road joined the ships off the island of Aix; and ebb-tide being almost spent, Captain Parker resolved to waft nearer to the enemy. Sir Thomas Stanhope likewise sent the *Acæon*, *Fly*, and *Blast*, to their assistance. Captain Parker ordered the two latter to keep under sail, and the *Acæon* to range along the prames, and give them her broadside as she passed them, in order to amuse, and draw the enemy's attention from the boats then employed in carrying out warps, and from throwing shells at the line of battle ships, many of which fell very near, but without touching them.

At half past twelve, the *Acæon* ran aground on the tail of the Pall-bank. The boats were immediately dispatched with stream-anchors and hawfers to her assistance, and about two o'clock she floated. This unlucky accident prevented any of the ships from warping, except the *Nassau*, which was directed to cover the *Acæon*; which ship having laid out warps, she, by this means, got considerably nearer the enemy, and compelled five of the prames (the tide of flood then making) to retreat to their former moorings, and the other to get under the cannon on the south point of the island of Oleron. During the bombardment, Captain Chaplen threw from the Furnace-bomb thirty two shells, which were extremely well directed. On the 22d, one of the prames dropped with the flood above the men of war in the river Charante. Captain Ourry's behaviour was extremely spirited, and merited great applause. The *Acæon* had four men killed and one wounded, and her rigging much damaged. The main braces, and one of the fore-puttock-shrowds of the *Buckingham*, were shot away. One of the enemy's shells fell under the *Nassau's* counter, lifted the ship a little, drove in two trunnels, and shook her whole frame. Several shells also fell very near the Mon-

mouth

mouth, and Buckingham. A shot from one of the prames fell on board the *Acteon*; it weighed upwards of thirty-eight pounds: by this means, the weight of metal those extraordinary vessels carry, was ascertained.

As soon as the works on the island of Aix were destroyed, Captain Parker's squadron rejoined that under Sir Thomas Stanhope in Basque road, whose fleet being alternately relieved by ships from England, continued on this station during the remainder of the year. In the month of December, the enemy made another attempt upon the ships in Basque road, and put it in execution from a quarter the least expected, viz. from the N. W. end of the island of Oleron. They chained three vessels, of about fifty tons each, at head and stern together, at the distance of a third of the cable asunder, and as these would take in a large sweep, they towed them into the wake of the British men of war. Nothing could be more favourable for such an attempt; the night was dark, the tides at their height, and the wind fair as could be desired. As our people expected that any attempt that might be made on them would come from the river Charante, they were not prepared for an attack from Oleron. The enemy, either through fear, or accident, set fire to their vessels too soon, which presently after blowing up, their explosion first gave the alarm; they were then about two miles from the British squadron, and directly in the stream of the Princess Amelia: but the violence of the explosion having broke the chains, the fire ships separated, and the danger was at an end. Next morning, Sir Thomas Stanhope sent the boats of the squadron, who boarded some of the fire-vessels, extinguished the flames, and towed their remains into the fleet. The *Trident's* people picked up a man of war's boat that had attended on this enterprize, with *L'Orient* on her stern. The enemy made no farther attempts to remove the ships in Basque road; and Lord Howe soon after relieved Sir Thomas Stanhope in this command.

In order to prevent the enemy from sending any force from Brest, to disturb the operations going on against Belleisle, a

strong squadron of ships was kept cruising off that port, under the command of Captain Buckle. (See Note 182.)

On the 9th of March, the Rippon fell in with the Achille a French ship of sixty-four guns, and a frigate, to which she gave chase; and getting close to them about six in the evening, the frigate came near him, and hoisted British colours. Captain Jekyl having then bore down on her, she set all the sail she could, and made signals to her consort, by firing sky-rockets, who also crowded sail and made off. Captain Jekyl lost sight of them in the night; but next morning he once more perceived them, and gave chase to the largest, who made a private signal; which not being answered, the chase bore away with all the sail she could set. The Rippon immediately pursued, and at half-past nine at night, got close along-side of the enemy. A very close action directly took place, which lasted near three hours and a half, the ships being sometimes in danger of falling on board of each other. It blew very hard all the time, and the sea ran so very high, that it was seldom the Rippon could open her lower ports: when this was attempted, she shipped so much sea, that the people on the lower deck were frequently up to their knees in water. Towards the end of the action, the enemy's fire greatly diminished, when unluckily one of the Rippon's lower-deck guns burst, which killed eight men, wounded eight more, and made so great a concussion, that all the lanterns on that deck were extinguished. On which Captain Jekyl gave orders, to fight only the four aft-most, on the lower-deck, and to keep the ports of the others shut, to exclude the water: during the whole of the action, the enemy carried as much sail as they could before the wind, both ships sailing at the rate of ten knots an hour. The night was excessively dark, with a hard gale of wind, and squally weather; some of the Rippon's shot having carried away the enemy's fore-yard, and fore-top-mast, the Rippon suddenly run ahead of her, but brought to, that the enemy might come up, and not have the advantage of hauling her wind to windward of the Rippon; while she lay in this position the Achille passed close under her stern, and might have raked her to
great

great advantage, but were in such confusion, that only one swivel was fired from the enemy, which unluckily happened to carry away one of the Rippon's main-top-sail sheets, the stoppers having been taken off, on account of the squalliness of the weather. As soon as the Achille had passed to leeward, Captain Jekyl endeavoured to wear the Rippon after her, but the jib and stay-sail halliards, with all the braces of the head-sails being shot away, this was found to be impracticable, till some repair was made; at this very time came on a heavy shower of rain, and the ships soon lost sight of each other: the Rippon was in a short time put in a state to follow the enemy, and continued the chase all night, the people forward often affirming, that they saw light; yet when day broke, although the weather had become clear, no vessel was in sight. The Captain of the Achille, who was a Knight of Malta, having, after this action, put into the Groyne, published an account of it, in which he says, he beat off an English ship of seventy-four guns.

On the 16th of March, the Bedford, Captain Deane, took, after a chase of sixteen hours, a French ship of war, called the Comette, of thirty-two guns, and two hundred and fifty men.

The Hero and Venus, commanded by Captains Fortescue and Harrison, on the 3d of April, took the Bertin, an outward bound French East India ship, mounting twenty-eight guns, (but pierced for sixty-four) with a crew of three hundred and fifty-three men, ninety-three of whom were soldiers. Her cargo, which proved very valuable, consisted of ordnance and naval stores, merchant goods, and twenty-four thousand dollars. She was a fine ship, was purchased by Government, and added to the Royal Navy, and named the Belleisle.

The Aquilon, Captain Ogle, took the Subtile, a frigate belonging to the French East India Company, of sixteen guns, and eighty-four men: she was laden with coffee and pepper.

The Albany sloop, Captain Brograve, took the Pheasant, a French sloop of war of sixteen guns, and one hundred and twenty-five men. She was purchased by Government, and added to the Royal Navy by the same name.

The *Solebay* and *Amazon*, commanded by Captains John Dalrymple and Keith, on the 30th of January, fell in with the *Chevert* privateer of Dunkirk, and chased her from morning until two in the afternoon, when she got under a battery of four guns to the northward of Calais cliff, which kept up an incessant fire at our ships. About four o'clock, the privateer having run ashore, soon after struck to the *Amazon*, and was got off. She mounted eighteen guns, and had a crew of one hundred and sixty men. She was purchased by Government, added to the Royal Navy, and named the *Pomona*.

The *Coventry* of 28 guns, commanded by Captain Burslem, being detached by Commodore Keppel to reconnoitre the coast of France, drove ashore a French sloop of war, called the *Leverette* of fourteen guns, in a small sandy bay, near the entrance of Port L'Orient; the *Coventry* came to an anchor as near as her draught of water would admit of, and kept up so warm a fire on the sloop, that the enemy abandoned her; most of them leaping into the water and getting ashore. Captain Burslem sent his boats and boarded the vessel, and brought her off, very little damaged: he next day joined the squadron with his prize, when it was unanimously agreed to make a present of her to the widow of Lieutenant Crook, who had been lost in a barge off Quiberon-bay a short time before.

Lieutenant John M'Bride of the *Grace* armed cutter, being off Dunkirk, observing that the two prames, lately at anchor, were gone into the harbour, and that only four flat-bottomed boats, and a dogger privateer, remained in the road, immediately went and joined the *Maidstone*, and proposed to Captain Digges, if he would let him have four boats manned and armed, to cut out the privateer that night. The Captain, knowing Mr M'Bride to be a man of resolution and conduct, cheerfully granted him his request. The boats set out on this expedition about ten o'clock at night; and when they came near the road, they laid all their oars across, except two in each boat, which they muffled with baize, to prevent their being heard at a distance. In that manner they proceeded, until they were within musket-shot of the privateer, when they were hailed. To this
they

they made no reply, but rowed briskly; and in a few minutes boarding her on both sides at the same instant, they carried her, and brought her off. The enemy made but a slight resistance. The Lieutenant of the privateer was shot through the head with a musket-ball, by Lieutenant M'Bride, while pointing a gun to fire into one of the boats. The enemy had one man killed, (exclusive of the Lieutenant), and five wounded: we had only two men wounded. This exploit was effected within half gun-shot of a fort on the east side of the harbour, but which had not time to interrupt them; for as soon as the prisoners were secured, they cut the cable, and sailed out of the road with the greatest dispatch.

The Blonde, Captain Kennedy, being stationed on the coast of Portugal, took a French ship of four hundred tons burden, from Bourdeaux to St Domingo: she mounted twenty-four guns, and had a crew of one hundred and twenty men; her cargo consisting of wine, brandy, and stores. She engaged the Blonde an hour before she would strike: her fore-mast was shot away; the ship considerably damaged; and had six men killed, and many wounded. The Blonde had only two men wounded. Captain Kennedy protected the trade so well, that the British factory at Lisbon presented him with a piece of plate, of the value of 200l., in token of the high opinion which they entertained of his good services.

On the 8th of January, his Majesty's ship Unicorn, commanded by Captain Hunt, being on a cruize off the Penmarks, gave chase to the Vestale, a French frigate of thirty-two guns and two hundred and twenty men, commanded by M. Boisbertelot. Captain Hunt received a gun-shot wound the third broadside, in his right thigh, of which he died an hour after the action. The command then devolved on Lieutenant John Symons, who bravely fought the ship from half an hour past ten, till half an hour past twelve, when the enemy struck, having many men killed and wounded; among the latter was M. Boisbertelot, who lost his leg, and died of his wounds next day. The Unicorn had five men killed, and ten wounded, six of them dangerously. Lieutenant Symons, for his bravery, was made

a Master and Commander. The *Vestale* was purchased into the service, and called the *Flora*. The day after the action, Captain Symons saw a sail to windward, which appeared to him to be a French ship of war: she bore down upon him for about half an hour, then hauled her wind, and stood in for the land.

On the 10th, he perceived two ships engaged, which proved to be his Majesty's ship the *Seahorse*, and the *L'Aigrette* frigate, being the same he saw on the 9th, the latter of which made all the sail she could from the other, upon the *Unicorn's* coming within two gun-shot of them; and, her rigging having sustained no material damage, she escaped. Captain Symons continued in chase of her till evening; but finding she greatly out-failed the *Unicorn*, who had got a mizen top-mast up, in place of a fore-top-mast, to ease the fore-mast, and a main top-gallant mast for a mizen top-mast, and her sails and rigging much damaged in the action with the *Vestale*, he desisted from the pursuit.

The *Seahorse*, commanded by Captain James Smith, having been appointed to carry out the astronomers to Bencoolen, in the East Indies, to observe the transit of Venus over the Sun; on the 10th of January, being about thirty-four leagues S. W. of the Start, about eight in the morning, perceived a large frigate bearing down upon him. Captain Smith continued his course, and prepared to engage. At a quarter before eleven, the enemy came within pistol-shot, when an action began, which lasted an hour and a quarter with great warmth; during which, the ships were board and board three different times, which occasioned great slaughter on both sides. The enemy, upon seeing the *Unicorn* making for them, made off, notwithstanding Captain Smith did all in his power to prevent it. The *Seahorse* had eleven men killed, and thirty-eight wounded. The frigate that engaged the *Seahorse*, was the *L'Aigrette*, of thirty-four guns, who, with the *Vestale*, two ships of sixty-four guns, and the *Calypso* of sixteen guns, had escaped from the river Villaine on the 2d of January. Captain Smith gained great reputation by his spirited conduct on this occasion, his ship mounting only twenty guns, and having no more than a
hundred

hundred and sixty men. Being obliged to return to England to have her refitted, he was there promoted to the command of the *Guernsey* of fifty guns. Captain Charles Cathcart Grant succeeded him in the *Seahorse*, and proceeded to the East Indies with the astronomers.

The *Venus* of thirty-six, and the *Juno* of thirty-two guns, commanded by Captains Harrison and Philips, being on a cruize to the westward of Scilly, the former took a privateer of St Malo, carrying six guns, six swivels, and thirty-nine men.

On the 30th of January, they fell in with the *Brune*, a French frigate, of thirty-six guns, and three hundred and sixteen men. After a chase of some hours, the *Venus* overtook her. An action then commenced, which lasted upwards of two hours; when the *Juno* coming up, and firing a few guns, the *Brune* struck. The *Venus* had four men killed, and eighteen wounded; among the latter was Captain Harrison, his first Lieutenant, and Master. The *Juno* had only two men wounded. The *Brune* had nineteen men killed, and thirty-nine wounded. She was purchased by Government, and added to the Royal Navy by the same name.

The *Richmond* of thirty-two guns, commanded by Captain Elphinstone, being on a cruize on the coast of Flanders, received intelligence, on the 23d of January, of a French frigate, that had the day before taken an English vessel, and ransomed her. He immediately went in quest of the enemy's ship, and fortunately falling in with her about seven o'clock the same night, he crowded sail to come up with her: she at first bore down upon the *Richmond*, but she suddenly hauled her wind, and endeavoured to get away. Captain Elphinstone pursued, and came up with her about half past ten o'clock the next morning; when they began to engage, standing towards the land. At half past twelve, both ships ran ashore, along-side of each other, still continuing the engagement, but for a short time only, as the enemy fled from their quarters. The *Richmond* soon afterwards got afloat; but being drove by the tide a little to leeward, the enemy quitted their ship, and escaped on shore. The French frigate was called the *Felicité*, of thirty-two guns,
and

and bound to Martinico with a cargo valued at 30,000*l.* Sterling. She had near one hundred men killed and wounded in the action; among the former was M. Donnel, her Captain. The *Richmond* had only three men killed, and thirteen wounded.

This brave action was fought near S'Gravesande, about eight miles from the Hague. The young Prince of Orange, General Yorke, Count D'Affry the French Ambassador, and many other persons of distinction, were spectators of the combat; in which, the seamanship and courage of the British appeared most conspicuous, and added greatly to the reputation of our arms.

Next day, Captain Elphinstone boarded the *Felicité*, and luckily found the dispatches destined for the West Indies, which in their hurry they had forgot to throw over-board. They had likewise left four of their dead, and one drunken man on board, which last he brought off, and set the ship on fire.

The *Minerva* of thirty-two guns, and two hundred and twenty men, commanded by Captain Alexander Hood, at daylight on the 23d of January, in latitude 45. 22. N. Cape Pinas bearing S. by E. distant thirty leagues, got sight of a large sail, to which he immediately gave chase, and soon discovered her to be a ship of two decks. The wind being fresh easterly, and a great sea, at twenty minutes past ten o'clock Captain Hood got along-side of her, and began a close engagement. At eleven, the main and fore-top-mast of the enemy's ship being shot away, she presently after fell on board the *Minerva* on the starboard bow, and then dropped along-side; but the sea soon parted both ships, when the enemy fell astern. About a quarter after eleven, the *Minerva* lost her bowsprit, and, a little afterwards, her fore-mast. From these unfortunate accidents, Captain Hood despaired of being able to attack the enemy again. He ordered the wreck to be cut away as soon as possible, and the ship was cleared of it by one o'clock, but with the loss of one man, and the sheet-anchor. He then wore the ship, and stood for the enemy, who was then about three leagues to leeward. At four o'clock, he got close up with her, and renewed the attack.—About a quarter before five, she struck; and proved to be the

Warwick

Warwick of thirty-four guns, but pierced for sixty, the same as when she belonged to his late Majesty. She was commanded by M. la Verger de Belair, who had the King's commission to rank as Captain of a fire-ship; having on board two hundred and ninety-five men, seventy-four of whom were a detachment of King's troops, with two officers, and four passengers; the latter destined for Pondicherry. She was bound for the isles of France and Bourbon, and was loaded with provisions, ammunition, and stores. She had fourteen men killed, and thirty-two wounded. The Minerva had fourteen men killed, and thirty-four wounded. At nine o'clock, the Minerva's main-mast went away; and at eleven, the mizen-mast followed.

On the 13th of March, the Vengeance of twenty-six guns, (nine and four-pounders) and two hundred men, commanded by Captain Nightingale, gave chase to a large sail; and about five o'clock in the afternoon, he got along-side of the enemy, and began a very close engagement, which continued for three quarters of an hour; during which time, the Vengeance was five times on fire. When so much shattered in her sails and rigging, that the ship was not under command, the enemy ran their bowsprit over the taffarel, for boarding; but were timely prevented from putting that scheme in execution. The Vengeance sheered off to repair her sails and rigging. As soon as the ship was put in proper condition, Captain Nightingale again got close to the enemy, and renewed the engagement, which continued an hour longer, when the enemy sheered off, and bore away. The Vengeance being a second time disabled in her masts and rigging, was some time in wearing; but having at length effected it, she got once more along-side of the enemy, within pistol-shot, and engaged another hour and a half, when they called for quarter. She proved to be the *Entreprenant* of forty-four guns, but had then only twenty-six twelve and nine-pounders mounted, with a crew of two hundred and three men: she was equipped for war, and merchandize, and loaded with various kinds of goods for St Domingo. The enemy had five men killed, and twenty-four wounded.

The

The Vengeance had six men killed, and twenty-seven wounded, most of them dangerously.

On the 13th of August, his Majesty's ship *Bellona*, of seventy-four guns, and six hundred men, commanded by Captain Robert Faulknor, and the *Brilliant* of thirty-six guns, and two hundred and forty men, commanded by Captain Loggie, fell in with the *Courageux* of seventy-four guns and seven hundred men, and the *Malicieuse*, and *Hermione* frigates, of thirty-two guns each, off Vigo. When they were first discovered, it was evening; but perceiving them to be ships of war, chase was given. The enemy crowded every sail they could set, to get away. It being clear moon-light, the parties had a view of each other all the night. In the morning, the French were about five miles ahead. The *Bellona*, although an excellent going ship, had gained little more than two miles, in a chase of fourteen hours. The French Commodore had it still in his power to make his escape; but his movements soon discovered a contrary resolution. He hoisted a red ensign in the mizen shrouds, (which was a signal for the two frigates to close and engage the *Brilliant*) hauled down his studding-sails, wore round, and stood for the *Bellona*.

To reconcile this seemingly inconsistent conduct of the French, it will be necessary to take notice, that when they first discovered our ships in the haze of the horizon, they believed them to be both line of battle ships; all objects seen in that situation, appearing much larger than they really are. In the morning, they found the *Brilliant* to be a frigate, and supposed the *Bellona* to be a fifty-gun ship; which is not to be wondered at, as she had been frequently taken for a frigate.

The engagement began with the *Brilliant* and the frigates, one of which, after exchanging a few broadsides, shot ahead. When Captain Loggie perceived he should have both frigates to deal with at once, he observed to his officers, that, in his present circumstances, the best he could do was, if possible, to find sufficient employment for both vessels, that they might not be able to annoy the *Bellona*; and, at the same time, carefully to avoid being taken himself. With what admirable judgment and

and presence of mind he formed his plan, and with what a steady conduct and resolution he executed every part of his duty, at this critical moment, will sufficiently appear from what follows. During the time the *Bellona* and *Courageux* were engaged, and for an hour afterwards, he withstood the united attacks of both frigates, and at last obliged them to sheer off, greatly damaged in their hulls and rigging. The *Brilliant* suffered much less than could have been expected. She had five men killed, and sixteen wounded; among the former, was the Master.

The *Courageux* and *Bellona* approached each other fast, having a fine working breeze, and the sea quite smooth; so that the men could stand and work their guns as at a battery. There being no room for accidental shots between wind and water, or loss of masts or yards by shift of weather, it is plain that the victory could only be decided by superior resolution and skill; and indeed, if we compare the two vessels, a more equal match could not have been picked out from the navies of the two nations. When the *Bellona* was within musket-shot, the enemy poured a broadside into her; and had given half another, before Captain Faulknor returned the fire. The first broadside from the *Bellona*, struck the water; but almost every shot rose from thence, and took place. The French keeping up a very brisk fire, in a moment the *Bellona's* shrouds, braces, bowlings, and all her rigging, were cut to pieces; her mizen-mast next went, and fell over the stern, with all the men in the tops; but they fortunately were saved by getting in at the gun-room ports. All this happened in nine minutes from the time the action began.

Captain Faulknor, on finding his ship so much disabled, feared the enemy might make their escape: he therefore gave orders for boarding. The position of the two ships soon rendered that impracticable; the *Courageux* was now in danger of running athwart the *Bellona's* fore-foot; and, lest she might take the advantage of that situation to rake her fore and aft, by the presence of mind, and united efforts of Captain Faulknor and the Master, (the only two officers on the quarter-deck),

the

the *Bellona* was made to wear round, by means of her studding-sails, (as all the other rigging was shot away), and fell on the opposite quarter of the *Courageux*, which proved to be her starboard side. This was the decisive moment. The officers and seamen, with a promptitude and regularity which men thoroughly disciplined are alone capable of, flew each to their respective opposite guns, and carried on, from the larboard side, a more terrible fire than before. In about twenty minutes, the enemy hauled down their colours, and orders were giving to cease firing. When the officers had come upon the quarter-deck, to congratulate each other on the victory, an unexpected round of shot came from the lower tier of the *Courageux*. It is impossible to describe the rage that animated the *Bellona*'s crew on this occasion; without waiting for orders, they flew to their guns, and in an instant poured two broadsides into the enemy, who now called for quarter. The firing at last ceased on both sides.

The action lasted from twenty-five minutes past six, till four minutes past seven o'clock. At half an hour after seven, the two frigates bore away, and the British ships were so much disabled, they could not pursue them. The *Bellona* had six men killed, and twenty-five wounded, none of them dangerously. The *Courageux* had two hundred men killed, and one hundred and ten wounded; and the ship greatly damaged. She was commanded by M. Dugue Lambert, who was wounded in the neck, of which he died on the 25th at Lisbon. His funeral was attended by the British, along with the French officers.

The *Courageux* turned out a valuable prize, having on board ransomers for five vessels which she had taken, amounting to 8500*l*. She was purchased by government, and added to the Royal Navy, by the same name.

The wind proving strong northerly for some days after the action, and as both ships were much disabled, Captain Faulkner bore away for Lisbon, where he discharged the prisoners, and set the wounded men on shore. The crew of the *Courageux* applied to the French resident for relief; but he could
give

give them none. Upon which the gentlemen of the British factory there, raised a subscription for them, to which the officers of the *Bellona* and *Brilliant* were very liberal; so that they gained as much honour by their humanity and benevolence to their vanquished enemies, as they had acquired glory in subduing them. The subscription amounted to two hundred and thirty pounds. And had it not been for this timely relief, those poor unfortunate people must have perished for want; there being no provision made by the French Government, for the relief of such of their subjects as may chance, to be carried in there, or to any other port, sick, wounded, or prisoners; whereas, British seamen are every where provided for, and the expence defrayed by Parliament.

The *Courageux*, on her way to Lisbon, by some accident took fire. On the alarm being given, twenty-four French prisoners were so terrified, that they threw themselves overboard, where they perished. The fire, by the activity of Lieutenant Male, was soon extinguished. Captain Faulknor's recommendations procured promotion for Mr Male, who was made Master and Commander.

The *Hornet* sloop of war, Captain George Johnstone, was stationed to protect the British trade on the coast of Portugal, which had been much annoyed by French privateers; but these corsairs having received advice of the *Hornet's* arrival, together with an exact description of the vessel, carefully avoided her; but one of them was at last decoyed, by a stratagem of Captain Johnstone's, to come to action with his ship, which ended in her being taken by the *Hornet*. Several of these privateers had been chased by the *Hornet*, but always made off before they could be brought to action, on which Captain Johnstone resolved to disguise his ship, and while at sea, took out the mizen-mast; soon after he was chased by a privateer, who perceiving the vessel he chased to have only two masts, concluded, that she was not a war ship; and was presently alongside of the *Hornet*, when an action commenced, but was speedily forced to strike. Captain Johnstone carried the prize to Lisbon, where soon after, learning of the Court of Spain hav-

ing declared war against Great Britain, he dispatched her to the West Indies, to Rear-Admiral Rodney, with advice of it, where she arrived six weeks before intelligence of the Spanish war reached him from England.

The King George privateer of Bristol, Captain Reed, of twenty-four guns, and one hundred and eighty men, took, after an engagement of five hours, the Beaumont of six hundred tons, amounting twenty-two guns, with two hundred and forty men, from the East Indies, having a cargo valued at 70,000*l.* sterling. The enemy had sixty men killed and wounded. The King George had seven men killed, and eighteen wounded.

The attention which the Navy Officers of Great Britain paid to the commerce of their country, was truly meritorious : the truth of this cannot be better evinced, than by the following letter to the Secretary of the Admiralty, from Captain Timothy Edwards.

“ SIR,

“ You will be pleased to acquaint their Lordships, that when
“ I commanded the *Valeur*, in January and February last, under the orders of Sir Charles Saunders, being then at Algiers, I received information, that an Algerine cruizer had plundered an English vessel near Cape Finisterre, bound to the coast of Guinea, which I believe might happen near the end of January or February ; upon which I went, attended by the Consul, to demand satisfaction of the Dey, for such an act of piracy, and affront done his Majesty’s flag ; when he had the crew severally searched, and after a severe reprimand to the soldiery that were the principals, he found and restored five hundred German crowns, two pieces of English silver, some wearing apparel of little worth, and a few arms. I should be glad to know how the money is to be disposed of, that will be lodged next week with Messrs. Martin, Stone, and Blackwells, bankers in Lombard Street. I am,” &c.

A LIST of the PRINCIPAL FRENCH PRIVATEERS taken this YEAR, and by whom, &c.

Names of the Privateers.	Number of Guns, Men	Belonged to	Number of		By whom taken.	Number of		Captain's Name	Number of		How disposed of.
			Kill.	Wounded.		Guns.	Men		Kill.	Wounded.	
L'Anemoine	14	Bourdeaux	0	0	Mars and	74	600	Ja. Young	0	0	Sold
Le Sardaine	14	Ditto	0	0	Orford	66	520	Rich. Spry	0	0	Purchased by Government
Duc de Beringhen	8	Dieppe	0	0	Biddford	20	120	T. Howe	0	0	Sold, had 5 ranf. on board
Sainte Terefe	10	Ditto	0	0	Aquilon	28	200	Chaloner Ogle	0	0	Ditto
Zephyr	12	Bayonne	0	0							Ditto
Comte de Gramant	20	Ditto	0	0							Purchased by Government
Aurora	10	Rochelle	0	0	Vengeance	28	200	G. Nightingale	0	0	Sold
L'Augufte	12	Ditto	0	0	Juno	32	230	J. T. Philips	0	0	Ditto
Duchefle de Gramont	12	St. Malo	0	0							Formerly his Majest. floop the Hawke, purch. by Govern.
Sultan	10	Bayonne	0	0							Sold
Aimable Gabrielle	14	St. Jean de Luz	0	0	Swallow floop	14	100	Lieut. Brice	0	0	Ditto
Duc de Mazarine	12	Dunkirk	0	0	Escorte floop	14	100	Chas. Ellys	0	0	Ditto
Hardi	10	Bayonne	0	0	Niger	32	220	J. Bentinck	0	0	Ditto
Duc de Biron	20	Dunkirk	0	0	Twined	28	200	W. Patton	0	0	Ditto
Admiral	12	Ditto	0	0	Argo	28	200	Rd. King	0	0	Ditto
Ecourial	14	Bayonne	0	0	Milford	28	200	R. Man	0	0	Ditto
Quimper	8	Ditto	0	0	Minerva	32	220	A. Hood	0	0	Ditto
Bofcawen	10	St. Malo	0	0	Archufa	32	220	Hon. R. Yane	0	0	Ditto
Revenge	6	Dieppe	2	5	Liverpool	28	200	Rd. Knight	0	0	Ditto
Chevert	18	Dunkirk	0	0	Scorpion floop	14	100	T. Mallum	0	0	Ditto
Loup	12	Ditto	0	0	Hunter cutter	8	40	Lieut. Jarvis	0	1	Do, a gallant action, the private making a stout resistance
Colibry	16	Ditto	0	0	Solebay and	28	200	J. Dalrymple	0	0	Purchased by Government, and called the Pomona
Amarante	18	Ditto	0	0	Amazon	26	200	B. Keith	0	0	Sold, and had 5 ranf. on board
Henry	12	St. Malo	0	0	Badger floop	14	100	Scott	0	0	Ditto, had 3 ranf. on board
			0	0	Danae	40	250	H. Martin	0	0	Ditto, had 1 ranf. on board
			0	0	Mars	74	600	Ja. Young	0	0	Ditto
			0	0	Dorsetshire	70	540	J. Campbell	0	0	Ditto

This year, like the former, the enemy had very few trading ships of their own nation at sea. The captures made from them amounted only to one hundred and seventy-seven, including privateers. To these we must add, of Royal ships, no less than six of the line, and eight frigates.

The loss which the British sustained, appears enormous, the enemy having taken eight hundred and fourteen vessels. Few of them, it is true, were of any considerable value, except the Ajax East India ship, Captain Lindsay, who was killed in the action with the *Prothée* of sixty-four guns. She was homeward bound from Bengal, and valued at 200,000*l*.

The only Royal vessel taken by the enemy this year, was the *Speedwell* cutter. She was captured by the *L'Achilles* in the harbour of Vigo, in Spain; as appeared very plainly to the Court-martial, who tried her Commander, Lieutenant James Allen, on his return to England.

Besides the loss which the Navy sustained in the East Indies, on the 1st of January, the *Biddeford*, of twenty guns, commanded by Captain Thomas Gordon, was, on the 30th of December, through the ignorance of the pilot, run on the Hazeborough sand and wrecked. Captain Gordon, and one half of the crew were drowned.

The Pheasant sloop, Captain Nelson, foundered in the Channel, and all the crew perished.

By the death of that excellent officer, the Right Honourable Edward Boscawen, Admiral of the Blue, General of the Marine Forces, one of the Lords Commissioners of the Admiralty, and one of His Majesty's most honourable Privy Council, at his seat at Hatchland, in the county of Surry, on the 10th of January this year, and by the removal of Mr Elliot to the Treasury Board, two seats at the Board of Admiralty became vacant; which were filled up by George Bussy Viscount Villiers, and Thomas Pelham, Esq.

Vice-Admiral Pocock was, at the end of this year, promoted to the rank of Admiral of the Blue; and, with Vice-Admiral Saunders, was honoured with the Order of the Bath.

To the Naval and Military transactions of this year, we will add

add an account of the voyage of our truly illustrious Queen, from Stade to England.

His Majesty, on the 8th of July, having summoned a Privy Council, made known to them his most gracious intentions, of demanding in marriage the Princess Charlotte of Mecklenburgh-Strelitz, a princess distinguished by every eminent virtue, and amiable endowment. The Privy Council requested, that his Majesty would be pleased to make his most gracious declaration to them public; which was done accordingly. This news was received with universal joy by all ranks of people.

The Earl Harcourt set out in quality of Ambassador to Strelitz, to demand the Princess in marriage for his Majesty; which being agreed to, a squadron of men of war, commanded by Lord Anson, was ordered to escort her Majesty to England.

The Royal Caroline yacht was newly ornamented; her name was changed to the Royal Charlotte, in honour of the British Queen; and the command conferred on Captain Peter Denis.

On the 6th of August, the yachts rendezvoused at Harwich: where Lord Anson having arrived on the 7th, he hoisted his flag on board the Royal Charlotte; and in the evening made the signal for sailing.

The 8th, the yachts joined the men of war, when the following order in sailing was observed.

Van.

Hazard, 14 guns, Honourable Captain St John.

Lynx, 14 guns, Honourable Captain Keith Sewart. Tartar, 28 guns, Captain J. Knight.

Royal Charlotte yacht, { Lord Anson, Admiral of the fleet.
 { Captain Peter Denis.

Winchester, 50 guns, Captain J. Hale. Nottingham, 60 guns, Captain S. Marshall.

The other Yachts.

Minerva, 32 guns, Captain Alexander Hood.

Starboard.

Rear.

Starboard

9th. The weather was stormy from one in the morning, blowing directly on Yarmouth sands: towards noon it became moderate, and the fleet stood more out. The Admiral threw out the Winchester's signal to chase to the N. E., when she met with the Baltic fleet, and returned to her station.

13th, Made Heligolandt.

14th, The Nottingham, Winchester, Minerva, and Tartar, anchored at the Red Buoy, about seven leagues from Cuxhaven; and the remainder of the fleet proceeded to the Elbe.

15th, The yachts came up to Stade, when Lord Anson, the Dutchesse of Ancafter and Hamilton, with their attendants, set out to meet the Queen.

22d, The Queen arrived at Stade, and rested there the 23d.

24th, Being a very fine day, the Queen set out from Stade, at half an hour after nine, under a triple discharge of the cannon from the ramparts; and at half an hour after ten, was saluted by the fort in the creek. At eleven o'clock, she was met by the Admiralty barge, with the royal standard of England flying in the bow, preceded by Lord Anson's barge, with the union flag in the bow. The Royal Charlotte yacht was dressed in the different colours of all nations, to receive her Majesty. The moment she came on board, they were all struck in an instant, and the royal standard hoisted at the main-top-gallant-mast head, the Admiralty flag at the fore top-gallant-mast head, and the union flag at the mizen top-gallant-mast head. Lord Anson now hoisted his flag on board the Lynx, and gave the signal; on which the other ships gave a royal salute.

25th, The yachts and small ships of war sailed about nine in the morning; came down to Gluckstad, a Danish fort, which did not salute. They kept on, and came to an anchor at nine at night.

26th, At four in the morning, weighed anchor and sailed; were saluted by Ritzburtle and Cuxhaven forts, at eight o'clock, which was returned. Here the Queen's brother went ashore, and the fleet were pushing out to the Red Buoy; but the wind coming directly ahead, the Admiral returned to Cuxhaven road, and

and came to an anchor: soon after this, they had some very heavy squalls.

27th, Continued at anchor; strong gales at W.

28th, At five in the morning, sailed; and at eleven joined the large ships: they saluted the royal yacht. Lord Anson now hoisted his flag on board the Nottingham.

29th, Blew a storm all night, and the greatest part of the day. Few of the ships but received some damage. The Royal Charlotte yacht outailed the whole fleet. It grew calmer towards night.

30th, Fine weather, light gales. The fleet kept on as good a course as the wind would permit, this and the two following days.

September 2d, Blew very hard all the morning; in the evening, at eight o'clock, saw Flamborough-head, and stood out again to sea, an E. S. E. course.

3d, Fine weather in the morning; squally towards evening.

5th, Stood in for the land again; and in the afternoon, parted company with the large ships.

6th, About noon, the Queen arrived at Harwich. Her Majesty was remarkably well the whole voyage. She set out on her journey for London that evening. Slept the first night at the Earl of Abercorn's at Witham; and next evening, arrived at St James's, and was espoused to his Majesty.

1762.

ALTHOUGH the present set of Ministers had differed in opinion from Mr Pitt, as to an immediate war with Spain; yet, to do them justice, they were by no means inattentive to the naval and military operations, and prosecuted the war with vigour. The public expected much information from his Majesty's speech, at the meeting of the new Parliament, and that the sense of the nation would soon become known. As his Majesty was anxious to learn their real sentiments, the Ministry did not exert their influence in the usual manner at elections,

but, in general, left the people to make a free choice of their representatives. The Parliament met on the 3d of November 1761; and the Lord Chancellor signified his Majesty's pleasure to the Commons, that they should return to their own House and choose a Speaker, whom they were desired to present to his Majesty on the 6th. The choice fell on with Sir John Cust, Baronet, who, on the 6th, was presented to the King in the usual manner; and being approved of, his Majesty addressed both Houses, and informed them, "That at the opening of the first Parliament summoned and elected under his authority, he, with pleasure, took notice of an event which made him completely happy, and given universal joy to his loving subjects,—his marriage with a Princess eminently distinguished by every virtue and amiable endowment; and which, while it afforded him all possible domestic comfort, could not fail of highly contributing to the happiness of his kingdoms, which had been, and which always should be his first object in every action of his life.

"It had been his earnest wish, he said, that this first period of his reign might be marked with another felicity, the restoring the blessings of peace to his kingdom, and putting an end to the calamities of war, under which so great a part of Europe suffered. But though overtures had been made to him, and to his good brother and ally the King of Prussia, by the Belligerent Powers, in order to a general pacification, for which purpose a congress was appointed; and propositions had been made by him to France, for a particular peace with that Crown, which were followed by an actual negotiation: yet, that congress had not hitherto taken place; and the negotiation with France was entirely broken off."

Having mentioned the successes which had attended his arms last year, and the great magnanimity of the King of Prussia, he continued: "In this situation, he was glad to have an opportunity of receiving the truest information of the sense of his people, by a new choice of their representatives. He was fully persuaded, they would agree with him in opinion, that the steady exertion of our most vigorous efforts, in every part where
the

the enemy may still be attacked with advantage, is the only means that can be productive of such a peace as may with reason be expected from our successes. It was, therefore, his fixed resolution, with their concurrence and support, to carry on the war in the most effectual manner, for the interest and advantage of his kingdoms; and to maintain, to the utmost of his power, the good faith and honour of his Crown, by adhering firmly to the engagements entered into with his allies. In this, he would persevere, until his enemies, moved by their own losses and distresses, and touched with the miseries of so many nations, shall yield to the equitable conditions of an honourable peace; in which case, as well as in the prosecution of the war, he assured them, no consideration whatever should make him depart from the true interests of these his kingdoms, and the honour and dignity of his Crown." Both Houses returned addresses replete with loyalty and kindness.

All that the public learned from the throne was, that the negotiation for peace with France was at an end; and that the war was to be prosecuted with the utmost vigour. With regard to the affairs with Spain, the public remained in suspense till the 26th of December, when the gazette announced a rupture with that kingdom; the Earl of Bristol having been refused any satisfaction to the categorical answer he was desired to ask, relative to certain engagements, offensive to Great Britain, supposed to have been contracted between the Courts of Madrid and Versailles. On the 4th of January, war was declared against Spain in London, and letters of reprisal issued. And, on the 18th of the same month, war was declared against Great Britain at Madrid. (See Note 183.)

The Parliament met on the 19th of January, after the recess for the Christmas holidays. The same day the King went to the House of Peers; and, in a speech to both Houses, informed them, "That since their recess, it was with concern he had been indispensably obliged to declare war against Spain; and that the causes which gave rise to this measure, were set forth in his public declaration on the occasion. His conduct, he said, to the King of Spain, ever since his accession to the throne, had
been

been so friendly, that it was matter of the greatest surprize to him, to find, that engagements had, in this conjuncture, been entered into between that Crown and France, and a treaty made to unite all the branches of the House of Bourbon, in a most ambitious and dangerous design against the commerce and independence of the rest of Europe, and particularly of his kingdoms. That whatever colours may be endeavoured to be put upon these injurious proceedings of the Court of Madrid, he had nothing to reproach himself with; and though he had left nothing untried, that could have prevented this rupture, he thought it necessary to prepare against every event. He therefore relied on the divine blessing, on the justness of his cause, on the zealous and powerful assistance of his faithful subjects, and on the concurrence of his allies, who must find themselves involved in the pernicious and extensive projects of his enemies;" and concluded, by saying, "I leave these considerations with you, full of the justest confidence, that the honour of my Crown, and the interests of my kingdoms, are safe in your hands." To this speech, both Houses returned most affectionate addresses, approving of his Majesty's conduct, assuring him of their support, and that they would stand by him with their lives and fortunes. The conduct of Mr Pitt, on this occasion, did him the greatest honour. The defence he made, was as masterly a piece of eloquence as ever was delivered in the House: it carried conviction along with it, and glowed with the genuine flame of patriotism. And it surely was no small compliment paid to his abilities and penetration, that the present Administration had found themselves necessitated to adopt the very measure he had so strongly urged in vain to them, and the rejection of which had obliged him to withdraw from the service of the public.

The estimates of the current year having been all settled before the rupture with Spain, no demand was made on the public on that account; but some of the old servants of the Crown, not being pleased with the measures resolved on in the Cabinet, or thinking themselves neglected, resigned their employments. The Duke of Newcastle was among the first; who was succeeded

ceeded as First Lord Commissioner of the Treasury, by the Earl of Bute, who brought in with him many who were thought to be swayed by principles different from those of the last Administration. This gave much offence to that party, and was the means of raising up the baneful spirit of faction, which raged for a considerable time with the greatest violence throughout the kingdom. When the annual treaty with the King of Prussia came to be renewed at the beginning of this year, the Ministry insisted that the article hitherto inserted, by which Great Britain bound herself not to conclude a peace without the consent of that Monarch, should be left out entirely. To this his Prussian Majesty would not agree. The subsidy of 670,000*l.* was proffered; but, without the article before mentioned, he would not accept of it. In the course of the session, seventy thousand seamen were voted for the service of the current year; and the sum total of the supplies voted by Parliament, amounted to 18,229,153*l.* (See Note 184.)

Since the war with Spain was become inevitable, the Ministry resolved to push it on with vigour. His Majesty, in his speech to both Houses on the 19th of January, having hinted, that in consequence of the determination of the Court of Spain, his allies would be involved in the calamities of war, and that it was found that the King of Portugal was to be attacked by the confederated Monarchs, on the most frivolous pretexts; it was now determined to send powerful succours to his Portuguese Majesty. Lord Tyrawley was appointed Ambassador to the Court of Lisbon, and Commander in Chief of the British forces destined for this service. He immediately set out for Portugal, in order to concert with the King and his Ministers, the proper measures to be adopted on this occasion. He was soon after followed by the Earl of Loudoun, who was appointed second in command, and who brought along with him a considerable number of land forces. (See Note 174.) The great body of infantry which had been ordered from North America, in order to reduce the French Caribbee Islands, which service was now supposed to have been performed, the Ministry were determined to reinforce with a body of troops from England, who, after garri-

ri-

rifoning the newly conquered iflands, were to proceed without lofs of time, and attack the city of Havannah. The command of the army destined for this fervice, was beftowed on Lieutenant-General the Earl of Albemarle. The command of the fquadron was given to Admiral Sir George Pocock, who had fo greatly diftinguifhed himfelf in the courfe of the war in the Eaft Indies, having under him Commodore Keppel, brother to the Earl of Albemarle. While the Spaniards were thus affailed in the Weft Indies, an expedition, under the command of Brigadier-General Draper, was fent againft the Philippine iflands in the Eaft Indies. On the death of Admiral Holmes, Sir James Douglas was appointed to command at Jamaica; Rear-Admiral Rodney commanded the fquadron at the Leeward iflands; and Commodore Lord Colvill that in North America, where, contrary to expectation, he had very active fervice to perform with a very fmall force. Immediately on the rupture with Spain, Commodore Sir Piercy Brett was fent with a ftrong reinforcement of fhips to Sir Charles Saunders in the Mediterranean. Sir Edward Hawke, having under him Rear-Admiral his Royal Highnefs the Duke of York, cruized on the cofts of Spain and Portugal. The fame fquadron likewife went on a fecond cruize, under the command of Sir Charles Hardy, and the Duke of York. In the beginning of the year, a fquadron cruized off Breft, under the command of Commodore Spry, who was relieved on this ftation by Commodore Man. At the fame period alfo, Commodore Lord Vifcount Howe commanded in Bafque road, on which ftation he was relieved by Commodore Denis. Commodore Young commanded in the channel; Admiral Holburne at Portfmouth; and Commodore Moore in the Downs. Such was the diftribution of the navy this year.

On the 6th of June, died that illuftrious officer George Lord Anfon, Admiral and Commander in Chief of the fleet, and Firft Lord Commiffioner of the Admiralty. Now that the rage and malevolence of party fpirit has had time to fubfide, this great man appears in very fhining colours; and although born of an ancient family, yet it was his merit alone that raifed him to the
high

high honours which he attained. The fame which he acquired in his voyage round the world, in which he shewed an equanimity of mind equal to the numberless perils and dangers which he encountered, will, while the English language lasts, never cease to be remembered; and on this voyage, the prudence, perseverance, good conduct, humanity, and courage, which he displayed, would alone have been sufficient to have made his fortune, and raised him to a great degree of eminence in the Naval Annals of Great Britain, if no other circumstance had come to his aid. On his return home, he was promoted to a flag; and on the 2d of May 1747, he defeated and took six French ships of war, and was soon after raised to the peerage. The Navy of this country is particularly indebted to him, for training to the service so many excellent officers, whilst on board the *Centurion*, on his voyage round the world. The names of Sir Charles Saunders, Sir Piercy Brett, Lord Viscount Keppel, Sir Peter Denis, Baronet, Robert Hughes, John Campbell, William Langdon and Philip Samaurez, Esqrs. will, for the services they performed, be ever revered by their country. And it is not a little extraordinary, that all the above Lieutenants should live to attain flags, except the last, who, after giving many distinguished proofs of his courage and good seamanship, was killed fighting for his King and country, October 14th, 1747, being then Captain of the *Nottingham* of sixty guns.

Lord Anson's place at the Admiralty Board was supplied by the Earl of Halifax, who remained but a short time in this office; for, being soon after appointed one of his Majesty's principal Secretaries of State, the Honourable George Grenville was, October 19th, 1762, made First Lord of the Admiralty.

October 21st, this year, his Majesty was pleased to order a promotion of Flag-officers, and also to promote twelve Captains to the rank of Rear-Admirals, which made the whole rank as follows:

Sir William Rowley, K. B.

Isaac Townsend, Esq;

} Admirals of the White.

*Henry

*Henry Osborn, Esq;
 *Thomas Griffin, Esq;
 *Sir Edward Hawke, K. B.

} Admirals of the White.

Charles Knowles, Esq;
 Hon. John Forbes,
 Sir George Pocock, K. B.

} Admirals of the Blue.

Hon. George Townshend,
 Francis Holburne, Esq;
 *Thomas Cotes, Esq;
 *Thomas Frankland, Esq;

} Vice-Admirals of the Red:

Lord Harry Powlet,
 Harry Norris, Esq;
 *Thomas Broderick, Esq;
 *Sir Charles Hardy, Knt.
 *George Earl of Northesk,
 *Sir Charles Saunders, K. B.

} Vice-Admirals of the White.

*Thomas Pye, Esq;
 *Philip Durell, Esq;
 *Samuel Cornish, Esq;
 *Francis Geary, Esq;
 *George Bridges Rodney, Esq;
 *H. R. H. Edw. Duke of York,

} Vice-Admirals of the Blue.

Captains. { Sir William Burnaby, Knt.
 James Young, Esq;
 Sir Piercy Brett, Knt.
 John Moore, Esq;
 Richard Tyrrell,
 Alexander Lord Colvill,
 Sir James Douglas, Knt.†
 William Gordon, Esq;

} Rear-Admirals of the Red.

} Rear-Admirals of the White.

George

† In 1764, Sir John Bently resigned his office as Extra Commissioner of the Navy, and was promoted to his flag, and took rank after Sir James Douglas.

Captains.	{	George Lord Edgecumbe,	{	Rear-Admirals of the Blue.
	{	Robert Swanton, Esq;		
	{	Samuel Graves, Esq;†		
	{	Hon. Augustus Keppel,		

The Admirals marked thus*, were those promoted on this occasion.

Captain Sir Thomas Stanhope, Knight, succeeded Sir Piercy Brett, and Captain the Honourable Augustus John Hervey succeeded the Honourable Augustus Keppel, as Colonels of Marines.

The death of Lord Anson occasioned the following promotions to take place: Admiral Sir William Rowley, K. B. was appointed Admiral and Commander in Chief of the Fleet, and Admiral Henry Osborn, Vice-Admiral of Great Britain, (both these in room of Lord Anson): and Admiral Sir Edward Hawke K. B. was appointed Rear-Admiral of Great Britain, in room of Sir William Rowley, K. B.

EAST INDIES.

REAR-ADMIRAL CORNISH continued to command his Majesty's Squadron in the East Indies, where the French having now neither settlements nor trade, he was at full liberty to direct his whole force against the Spaniards; and he soon received instructions in what manner to proceed. Colonel Draper, who distinguished himself by his gallant behaviour at the siege of Madras in 1759, being soon after obliged to quit India on account of bad health, embarked on board the *Winchelsea* East India ship, commanded by the Honourable Thomas Howe, and with him made a voyage to Canton in China. While there, he had an opportunity of learning the exact state of the Spanish settlements at the Philippine islands, (See Note 185.); and

† In the beginning of 1763, Captain William Parry was promoted to his flag, and took rank after Rear-Admiral S. Graves.

and found that the Spaniards, considering an attack on them as an impracticable thing, trusted more to their very remote situation from Europe, than to their real strength. When a rupture with Spain was rumoured, he laid the information he had received respecting the Spanish Asiatic settlements, together with his own observations, before Lords Egremont and Anson, who viewed the whole in a very important light, and requested that Colonel Draper would draw up a memorial respecting the matter, and point out what force could be detached from India to put in practice his plan of reducing the Philippine islands. In this work, he met with great assistance from Captain Howe. The memorial was laid before his Majesty and the Cabinet Council, who approving it, resolved, when hostilities became unavoidable, to carry it into immediate execution. As the success of this enterprize depended solely on the secrecy and dispatch with which it was carried on, and as the great distance made it impossible to send a body of troops sufficient for this service from Europe, the attempt was rather considered as a coup-de-main. Immediately on the declaration of war against Spain, Colonel Draper was dispatched to India in the *Argo* frigate, commanded by Captain Richard King*. He carried out very ample orders and instructions for proceeding against Manila, and was himself appointed Commander in Chief of the land forces, with the rank of Brigadier-General. (See Note 185.) As the journal which he transmitted to the Secretary of State contains the best account of the proceedings of the army before Manila, we here take the liberty to insert it verbatim.

“ JOURNAL of the Proceedings of his MAJESTY’S FORCES on an Expedition against MANILA.

“ THE troops allotted for this enterprize, were the 79th regiment; a company of the Royal Artillery. The auxiliaries furnished by the Gentlemen at Madras, consisting of thirty of their

* Now Sir Richard King, Bart. and Admiral of the White.

their artillery, six hundred Sepoys, a company of Caffres, one of Topazes, and one of pioneers; to which they added the precarious assistance of two companies of Frenchmen enlisted in their service, with some hundreds of unarmed lascars, for the use of the engineers, and park of artillery. As a compensation for this feeble supply of men, they favoured us with some very good officers in every branch of the service. Rear-Admiral Cornish reinforced our little army with a fine battalion of five hundred and fifty seamen, and two hundred and seventy marines; so that the whole force for the land operations amounted to two thousand three hundred men, who, with the necessary stores, were embarked on board his Majesty's Squadron, and two India ships employed as transports, with an activity and dispatch that did great honour to all concerned in those arrangements. The preparations were begun, completed, and shipped in three weeks, through a raging and almost perpetual surf, by which some lives were lost.

“As Major-General Lawrence was of opinion that the settlement would be in danger, were more forces drawn from the coast, the two battalions of the Company's troops, all the cavalry, six thousand Sepoys, with that part of Colonel Munro's and the Highlanders then at Madras, were left for their security. The Medway, York, and Chatham, that were hourly expected, had orders left them to remain for the protection of the trade. We sailed with the Admiral's division the 1st of August. The Seahorse, Captain Grant, was previously dispatched through the Straits of Malacca, to the entrance of the China sea, to stop all vessels that might be bound to Manila; or sent from any of our neighbouring settlements, to give the Spaniards notice of the design. Commodore Tiddeman, with the first division of the fleet, and the troops under Colonel Monson, sailed two days before us, that our watering might more speedily be completed at Malacca, where we arrived the 19th of August. We there bought a large quantity of rattans to make gabions, a good number of which was finished on board the several ships. The 27th, we sailed for our second rendezvous, off the island of Timon: the necessary signals and

instructions were then given out for landing on the coast of Luconia.

“ On the 23d of September, we anchored in Manila-bay, and soon found that our visit was unexpected; the Spaniards unprepared. To increase as much as possible the visible confusion and consternation of the enemy, we determined to lose no time in the attack of Port Cavite, that was at first intended, but proceed directly to the grand object, judging that our conquest there would of course occasion and draw after it the fall of Cavite. On the morning of the 24th, we sent an ineffectual summons to the town, and, with the Admiral and other principal officers, examined the coast, in order to fix upon a proper spot for landing the troops, artillery, and stores. We found a most convenient place about two miles to the south of Manila. Accordingly all the boats were immediately prepared by the proper signals: and three frigates, the *Argo*, Captain King; the *Seahorse*, Captain Grant; and the *Seaford*, Captain Peighin, were sent in very near the shore to cover the descent. The 79th regiment, a detachment of artillery, with three field-pieces, and one howitzer fixed on the long boats, assembled in three divisions under their sterns; the left commanded by Colonel Monson; the centre by me, with Lieutenant-Colonel Scott, the Adjutant-General; the right by Major More, the eldest Field-Officer. As we had determined to land near a church, and village called Malata, that was opposite our left. the other two divisions, which had been separated only to distract and amuse the enemy, were ordered to join that as soon as possible. About six in the evening, we pushed with an even front for the shore, under the prudent and skilful management of Captains Parker * of the *Grafton*, Kempensfelt † the Admiral’s Captain, and Brereton of the *Falmouth*, who had the direction of the boats. The frigates kept up a brisk fire to the right and left of us, to protect our flanks, and disperse the enemy, who were beginning to assemble in great
num-

* Afterwards Sir Hyde Parker, Bart. and Vice-Admiral of the Blue.

† Afterwards Rear-Admiral of the Blue.

numbers, both horse and foot, to oppose our descent. This cannonade had the desired effect. They retired, and left us a clear coast. But a violent surf arose, many boats were dashed to pieces, our arms and ammunition much damaged: providentially no lives were lost. We formed upon the beach, marched, and took possession of the Malata; fixed our outposts, and passed the whole night under arms. The Spaniards were employed in burning part of their suburbs.

“The 25th, we seized a fort which the Spaniards had abandoned, named the Polverista, which proved a most excellent place of arms, for covering the landing of our stores, and securing our communication with the squadron. Colonel Monson, who was detached with two hundred men to view the roads and approaches to Manila, occupied the Hermita church, large and commodious, about nine hundred yards from the city. We made the priest's house the head-quarters; sent orders to Major More to march with the 79th regiment to secure and maintain this post, which was of the utmost consequence, both from its strength, and the great cover it afforded us from the rains that had deluged the country, and made it impossible to encamp; for we too soon found that the monsoon had broke upon us. The surf continued dangerous, the rains increased; the landing of our artillery and stores became very hazardous; our remaining troops were put ashore with much peril and some loss; Lieutenant Hardwick was drowned. But the courage and activity of the seamen surmounted all obstacles.—They got on shore part of the Sepoys, some provisions, and such stores as were first wanted; and by signals demanded aid from the squadron, the officers of which were indefatigable in giving us all possible assistance; and Captain Jocelyn, who was intrusted with the care of the disembarkation, did every thing that could be wished or expected from a diligent and good officer. We left our marines at our first post, the Malata, to be near the Polverista, to preserve our communication, and guard our stores and park of artillery. The men, from the good conduct and example of their officers, behaved very well, and were of great use upon all occasions. As the rains had forced

us to seek the protection of the houses that were under the fire of the bastions, the Spaniards cannonaded our quarters, which were much nearer the walls than the usual rules of war prescribe. They attempted likewise to burn most of their suburbs, but were prevented by the great activity and good conduct of Captain Fletcher, Major of Brigade, and Captains Stevenson and Cotsford, engineers; who having advanced under cover of the houses of St Jago's church, near the sea, and within three hundred yards of the town, reported its importance so sensibly, that we posted a body of men there, notwithstanding its contiguity to the bastions. The enemy soon fired upon us, but not with perseverance or effect enough to dislodge us. We had some few men killed and wounded.

"26th, The Admiral sent on shore the battalion of seamen, under the command of Captains Collins of the Weymouth, Pitchford * of the America, and George Ourry from the Panther. They were cantoned between the seventy-ninth regiment and the marines. The rest of the Company's troops, of all sorts, were likewise landed, and put under cover. The Spaniards advanced out of the garrison, under the command of the Chevalier Fayette, with four hundred men, and two field-pieces; and from a church about two hundred yards to the right of that we yesterday took possession of, near the sea, began a cannonade upon the right flank of our post. Some Sepoys, under Ensign Carty, who behaved very well, were first sent to skirmish with them, supported by three piquets of the seventy-ninth regiment, and one hundred seamen, all under the command of Colonel Monson, who soon drove the enemy back into the town. In their precipitate flight, one of the field pieces was left upon the glacis.

"The superior skill and bravery of our people were so evident from this affair, that it occasioned a second summons to the Governor; but to no purpose: their answer was much more spirited than their conduct had been. Colonel Monson had orders to keep possession of this second church, if he found it tenable; for, as we had not men enough, or dry ground,

* Now Samuel Cornish, Esq. Admiral of the White.

ground, to make regular approaches, we were forced into these measures, rash as they seem, and contrary to all the rules of our profession, by our critical situation. From the top of this post, which we called No. 2. we had a perfect view of the enemy's work. The front we were obliged to attack, was defended by the bastions of St Diego and St Andrew, with orillons and retired flanks, a ravelin which covered the royal gate, a wet ditch, covered way, and glacis. The bastions were in excellent order, lined with a great number of fine brass cannon; but their ravelin was not armed, the covered-way out of repair, the glacis by much too low, and the ditch was not produced round the capital of the bastion of St Diego, which determined us to attack it, and made our dispositions accordingly. The negligence and omission of the enemy to post centinels in the covered-way, gave us an opportunity of sounding the ditch, which perilous enterprize was effected by a small party of the seventy-ninth regiment, under the command of Captain Fletcher, who begged leave to undertake it. The Spaniards fired from their bastion, and killed or wounded two or three of our people. The depth of the water was only five feet, the breadth about thirty yards. As the great extent of this populous city made it impossible for us to invest it with our handful of men, two sides were constantly open to the Spaniards, to introduce supplies of men and provisions, and carry out their effects. They availed themselves of our weakness. Their own garrison, of eight hundred men of the royal regiment, under the command of the Marquis de Villa Medina, Brigadier-General, was augmented by a body of ten thousand Indians from the province of Pampanga, a fierce and barbarous people. These disadvantages were not to be remedied, as we could not take possession of Minondo, Tondo, and La Vera Cruz, the posts which commanded the river, and communication with the country. The inundations had secured their Parian suburb; but no difficulties could check the ardour of the troops, who laboured incessantly in making fascines and gabions, and in preparing every thing for the construction and opening of the batteries. One for small shells was completed this night, and

played upon the bastion of St Diego. Its position was behind the church nearest the sea, called No. 1. The officers of the artillery, and engineers, exerted themselves in a manner that nothing but their zeal for the public service could have inspired.

“ 27th, The Governor sent out a flag of truce to apologize for some barbarities committed by the savages lately mentioned, who had murdered some straggling seamen, and to request that a nephew of his, taken in the bay, might be sent on shore. This gentleman had been dispatched from the Phillipina galleon, just arrived on the coast from Acapulco, with the first advices of the war. Hostilities ceased until eleven at night, when we recommenced our fire from the mortars, increased them to four, and placed a six-pounder on our left flank, as a further security to our post at St Jago's church. As the capture of the galleon, and her treasure, might be well esteemed a national object, Mr Cornish proposed sending the Panther and Argo from the squadron, to intercept her, which was consented to; and the officers of the Navy very generously agreed to our sharing any prizes that might be taken this cruize, as we had before consented to their sharing with us in any booty that might be taken at land; and the distribution to be made according to the rules his Majesty had fixed for the sea service. The Admiral likewise sent on shore, eight twenty-four pounders, ship guns, and two eighteen pounders for our battering train; as, to save time, we brought only the land-carriages and platforms from Madras.

“ 28th, The Governor's nephew was landed: my Secretary, Lieutenant Fryar, was ordered to conduct him into the town with a flag of truce. In the mean time, a large party of the garrison, intermixed with Indians, sallied out to attack our second post, at No. 2. by which Lieutenant Fryar was advancing to the Ravelin gate. The barbarians, without respecting his character, inhumanly murdered him, and mangled his body in a manner too shocking to mention. In their fury, they mortally wounded the other gentleman, who had endeavoured to save Mr Fryar. Our party received their onset with much firmness

ness and bravery, and repulsed them with some loss on their side. As it was evident that the Indians alone were guilty of this horrid piece of barbarity, our soldiers shewed them no mercy.

“ 29th, The Admiral, at my request, ordered the Elizabeth, Commodore Tiddeman, and the Falmouth, Captain Brereton, to place themselves as near the town as the depth of water would permit, and second our operations, by enfilading the front we intended to attack; but the shallows kept them at too great a distance to answer the purpose effectually, though their shot struck much confusion and terror into the inhabitants. We continued our bombardment day and night.

“ 30th, The engineers traced out Admiral Cornish's battery for eight twenty-four pounders, on the left of St Jago's church; but the violence of the rains retarded our progress; and the absence of two ships that had on board a considerable quantity of fascines, and many working and intrenching-tools, put us to some inconveniences. The Admiral's goodness supplied these defects: all the smiths and carpenters in the fleet were employed in making those instruments; and, by their industry and dispatch, they were enabled to proceed. The Elizabeth and Falmouth persevered in their cannonade upon the town; which was returned from the enemy's sea line, without any effect.

“ October 1st and 2d, The weather grew so very tempestuous, that the whole squadron was in danger, and all communication with it entirely cut off. The violence of the storm forced the South-Sea-Castle store-ship (which was lately arrived) from her anchors, and drove her ashore; even in this situation, the ship was of great use. Captain Sherwood enfiladed the whole beach to the southward, and kept in awe a large body of Indians, who menaced the Polverista, and our magazines at the Malata. Notwithstanding the deluge of rain which accompanied the wind, by the perseverance of the troops and seamen, we completed the battery for the twenty-four pounders, raised a mortar-battery for the heavy shells of ten and thirteen inches, made a good parallel and communication from the church to the gun-battery, and established a spacious place of arms on the left of it,

near the sea. The roaring of the waves prevented the enemy from hearing the noise of our workmen in the night. They gave us no interruption, but seemed to trust entirely to the elements; while the Governor (the Archbishop) gave out, that an angel from the Lord was gone forth to destroy us like the host of Sennacherib. On the afternoon of the 2d, the seamen, with wonderful activity, brought up, and mounted all the guns in the battery, which we masked.

“ 3d, The weather became moderate. At day-light, the battery was opened against the left face of the bastion of St Diego, towards the salient angle. One hundred seamen were appointed to assist the corps of artillery in this service. Our cannon, by the excellent skill and management of Major Barker, and the officers under him, were served with such justness, quickness, and dexterity, that the twelve pieces on that face of the bastion, were silenced in a few hours, and the Spaniards drove from them. We had but two men killed. At night we began a battery for three guns, on the left of our place of arms, to silence those that were en barbette, upon the orillon of the bastion of St Andrew, which annoyed our flank. We maintained a brisk fire of grape and musketry all the night, to prevent the enemy from repairing their embrasures, and remounting their cannon. The mortars (now augmented to seven) were kept constantly playing upon the gorge of the bastion and the contiguous defences.

“ 4th, About three hours before day, a thousand of the Indians attacked the cantonment of the seamen. They were encouraged to this attempt by the incessant rains, in which they flattered themselves our fire-arms would be useless. Their approach was favoured by a number of thick bushes that grew upon the side of a rivulet, which they passed in the night; and, by keeping close, eluded the vigilance of the patrols. Upon the alarm, Colonel Monson and Captain Fletcher, with piquets, were dispatched to the assistance of the seamen, who very sensibly kept firm in their posts, and were contented to repulse them till day-break; when a fresh piquet of the seventy-ninth regiment appearing upon the Indians' right flank, they fled, and
were

were pursued and dispersed with the loss of three hundred men. Had their skill or weapons been equal to their strength and ferocity, it might have cost us dear. Although armed chiefly with bows and arrows and lances, they advanced up to the very muzzles of our pieces, repeated their assaults, and died like wild beasts, gnawing the bayonets. This attack cost us some few men; but we lost an excellent sea-officer, Captain Porter, Lieutenant of the Norfolk, sincerely and justly regretted by us all. We had scarce finished this affair, when another body of them, with part of the Spanish garrison, again attacked the church, No. 2.; forced the Sepoys from their post in it, nearest the town; took possession of the top, from whence they killed and wounded several of our people, who were entirely exposed to all their weapons: Notwithstanding this disadvantageous situation, the European soldiers maintained their post behind the church with great firmness and patience, and at last dislodged the enemy with the assistance of some field-pieces, and the good conduct of Major Fell, Field-Officer of the day, Captain Fletcher, and other brave officers, sent to their relief. The Spaniards left seventy dead behind them, in and about the church. On our side, Captain Strachan of the seventy-ninth regiment, a very good officer, was mortally wounded, and forty private men killed and wounded. This was the enemy's last effort: all the Indians, except eighteen hundred, discouraged by their losses, returned home. Our working parties, and the fire of our batteries, which had been a little interrupted by these attacks, recommenced with greater spirit than ever. We found likewise the good effects of giving the enemy no time to repair their embrasures, or carriages, in the night. They opened only an inconsiderable fire from three or four embrasures in the curtain, too oblique to have much effect. Before night, those defences were ruined.

“ 5th, Major Barker's fire was so violent, that the breach appeared practicable. Our cannon from the three-gun battery silenced those of the enemy, on the orillon of St Andrew. We were in hopes that the Spaniards would be sensible of their danger, and think of giving up the town. But they were obstinate,

nate, without bravery, or any generous resolution of defending the breach. In the evening, the design of storming the place was communicated to the principal officers of each department only, and the necessary preparations made.

“ 6th, At four o'clock in the morning, we filed off from our quarters in small bodies, to give the less suspicion ; and, by degrees, assembled at St Jago's church, observing the utmost silence, and concealing ourselves in the place of arms, and the parallel between the church and the battery. Major Barker kept up a brisk fire upon the works, and those places where the enemy might be lodged or intrenched. Our mortars were well applied for the same purpose. At day-break, we discerned a large body of the Spaniards, formed on the bastion of St Andrew, which gave us reason to imagine they had got some information of our design, and intended to annoy us with their musketry and grape from the retired flank of that bastion, where they had still two cannon placed ; but, upon the explosion of some shells that fell amongst them, they went off. We took immediate advantage of this, and by the signal of a general discharge of our artillery and mortars, rushed on to the assault, under cover of a thick smoke that blew directly upon the town. Sixty volunteers of different corps, under Lieutenant Ruffel of the seventy-ninth regiment, led the way, supported by the grenadiers of that regiment. The engineers, with the pioneers, and other workmen, to clear and enlarge the breach and make lodgements, in case the enemy should have been too strongly intrenched in the gorge of the bastion, followed. Colonel Monson and Major More were at the head of two grand divisions of the seventy-ninth regiment : the battalion of seamen advanced next, sustained by the other two divisions of the seventy-ninth regiment. The Company's troops closed the rear. They all mounted the breach with amazing spirit and rapidity. The few Spaniards upon the bastion dispersed so suddenly, that it was thought they depended upon their mines. Captain Stevenson had orders to make a strict search to discover them ; but our precautions were needless. We met with little resistance, except at the Royal gate, and from the galleries of the lofty
houses

houses which surround the great square. In the guard-house, over the Royal gate, a hundred of the Spaniards and Indians, who would not surrender, were put to the sword. Three hundred more, according to the enemy's account, were drowned in attempting to escape over the river, which was very deep and rapid. The Governor and the principal officers retired to the citadel; and were glad to surrender as prisoners at discretion, as that place was in no good posture of defence. Captain Dupont of the seventy-ninth with a hundred men, took possession of it. The Marquis of Villa Medina, with the rest of the Spanish officers, were admitted as prisoners of war, on their parole of honour; and to conciliate the affections of the natives, all the Indians who fell into our hands, were dismissed in safety. Our joy, upon this fortunate event, was greatly clouded by the loss of Major More, who was transfixed with an arrow near the Royal gate, and died immediately, universally lamented for his good qualities. Captain Sleigh of the grenadiers, and some other good officers, were wounded. We had about thirty private men killed and wounded.

"In consequence of the terms dictated to the Spaniards, (See Note 185.) the port of Cavite and citadel, with several large ships, and a vast quantity of naval and warlike stores, were surrendered to us. Captain Champion, with a hundred marines, and as many Sepoys, embarked on board the Seahorse, to take possession of it. The Spanish garrison, of three hundred men, on the approach of our people, mutinied against their officers, plundered some houses, and went off into the country with their arms.

"As a small acknowledgement of the great services which the whole army had received from Captain Kempenfelt, the Admiral's Captain, I begged he would act at Cavite, with a commission as Governor for his Majesty; being well assured, that no one could discharge that trust with more conduct and abilities."

Before General Draper made any terms with the Governor, he waited the arrival of Admiral Cornish, who was immediately

ly sent for ; and besides the proposals made by the Governor, an agreement was entered into, to save the city of Manila from being pillaged ; to which it was liable, having been taken by storm. (See Note 185.) Considering the critical situation, and vast opulence of the place, the terms were much more reasonable than people in their situation could well have expected. In consideration of the aid afforded to this expedition by the East India Company, a third part of the ransom, which in all amounted to one million Sterling, was assigned to them ; and, agreeable to his orders, General Draper delivered up Manila and its dependencies, (November 2d,) to Dawson Drake, Esq; and the other gentlemen appointed to receive them on the part of the East India Company ; together with all the artillery, ammunition, and warlike stores, of which there was a great quantity. (See Note 185.)

The extent of the city of Manila being so great, and the citadel of Cavite requiring a garrison, General Draper was necessitated to leave the whole of the military force he brought with him, for the security of the place. He appointed Major Fell of the seventy-ninth regiment, Commandant of the garrison. At Cavite, the Admiral found a plentiful supply of all sorts of naval stores, and conveniencies for refitting the Squadron. Nothing redounds more to the honour of the forces employed on this enterprize, than the strict harmony which prevailed between the two services ; the great fatigues that both cheerfully underwent in the course of the siege, and the attention which the Naval officers paid to the troops while ashore, deserves the highest praise. The bravery and activity of the sailors astonished every one. While such unanimity and cordiality subsists among a determined and resolute band, what may they not achieve ? And to this glorious circumstance this important conquest is chiefly owing ; for throughout the whole of this victorious war, no conjunct expedition has been conducted with more resolution and professional skill, than the conquest of the Philippine Islands. It reflects the greatest honour on all employed. Their success appears scarcely credible. With a handful of troops they carried on a siege, amid deluges of rain,
and

and such furious tempests of wind, that all communication between the fleet and army was frequently cut off. After ten days operations to carry the town by assault, is a military exploit almost without a parallel; especially when it is considered, that besides a strong garrison in a town fortified after the modern manner, and the elements to contend with, they were surrounded by numerous bodies of Indians in strict alliance with the Spaniards, who, though undisciplined and badly armed, yet, by a daring resolution and contempt of death, became not only troublesome, but formidable.

Had the Spaniards acted with a resolution and military skill equal to their obstinacy, and instead of attending to the prayers and prophecies of the Archbishop the Governor, who, in the midst of the hurricane, declared that the angel of the Lord had gone forth to destroy the enemy, like the host of Sennacherib; but entrenched themselves strongly in the gorges of the bastions when attacked, the conquest of Manila had not proved so easy.

The stranding of the South-Sea-Castle store-ship, instead of a misfortune, proved quite the contrary. By the situation in which she lay, her guns not only protected the rear of our cantonments, but scoured the beach for a considerable length, and made several bodies of the Indians keep a respectful distance; while, from being so very near the shore, the provisions and stores she had on board were landed with great facility, and afforded a seasonable supply to the soldiers, at a time when the weather had for some days interrupted all communication between the fleet and the army.

During the violent tempest on the 1st of October, the whole squadron, but particularly the Elizabeth and Falmouth, were in great danger; the gale blowing from W. S. W. directly on the shore, and they being anchored in four fathom water, in order to batter and enfilade the town. They struck the ground; but the bottom being mud, and soft to a considerable depth, neither of them received any injury. A galley being perceived coming up the bay on the 25th of September, the Admiral dispatched three boats manned and armed after her. They came

came up with, and instantly boarded and took her, notwithstanding she kept up a smart fire with patteraroes and muskets. She mounted two carriage and seventeen brass swivel guns, and had eighty men.

By letters found in her, it was discovered that she was dispatched from the galleon *St Philippina*, from *Acapulco*, and whom she had left the 10th of September at *Cajayagan*, between the *Embocadero* and *Cape Spiritu Santu*. Upon this discovery, it was resolved to detach the *Panther* and *Argo*, under the command of Captain *Hyde Parker*, in quest of her. They sailed accordingly on the 4th of October, and on the 30th got the length of the island of *Capul*, near the entrance of the *Embocadero*†, where the *Argo* had come to an anchor, and which Captain *Parker* intended to do for that night: but, just as the day closed, he saw a sail standing to the northward; he followed; and at eight that night got sight of her again about two leagues to leeward; but unluckily, by the rapidity of a counter current to what the chase was in, the *Panther* drove among the *Narango's*, was in the utmost danger of being lost, and obliged to anchor. The *Argo* having escaped the danger, got up with the chase, and engaged her near three hours; but was so roughly handled, that Captain *King* was necessitated to bring to, in order to repair his damages. By this time the current slackened, which enabled Captain *Parker* to get under sail, with the chase in sight. About nine the next morning, he came up with her, and, after battering her for two hours within half musket-shot, she struck. The enemy made but a poor resistance, trusting to the immense thickness of the sides of their ship, which, except the upper-works, the *Panther's* shot was not able to penetrate. Captain *Parker* was no less disappointed than surprised, to find, when the *General* came on board, that he had engaged and taken the *Santissimo Trinidad*, alias the *Poderoso*, who departed from *Manila* the 1st of August for *Acapulco*, and had got three hundred leagues to the eastward of the *Embocadero*, but meeting with

† The *Embocadero* is the strait or passage among the Philippine islands, through which the galleon sails in her voyage to and from the city of *Manila*.

with a hard gale of wind, was dismasted, and put back to refit. She had eight hundred men on board; was pierced for sixty guns; but when engaged by the *Argo*, had only six of them mounted, and but thirteen when taken; she was a great deal larger than the *Panther*, and drew thirty-three feet water. She proved a very valuable prize, having one million of dollars registered on board, and was reputed to be worth three millions.

The loss sustained during the siege, was much less than could have been expected from the nature of such a severe piece of service, it amounting to one officer of the Navy, and three officers of the King's troops killed; one officer of the Navy, and four of the King's troops wounded; one officer of the Company's troops drowned; thirteen seamen and marines, seven of the King's, and eight of the Company's troops killed; six of the Company's troops drowned: twenty sailors or marines, forty-nine of the King's, and thirty-seven of the Company's troops wounded. Commodore Tiddeman, in attempting to enter the river in his barge, the morning after the reduction of Manila, was unfortunately drowned with five of his people. (See Note 185.)

It would be difficult to ascertain with exactness, the value of this acquisition to Great Britain; but the territory now reduced to her obedience, consisted of fourteen considerable islands, which, from their extent, fertility, and situation for trade, are not to be equalled in the world. The active spirit of commerce, not suiting the genius of the Spanish nation, this grand Archipelago did not prove so advantageous to the State, as it otherwise might have been; even as it was, it could not miss of being severely felt by Spain, if we consider that this conquest, together with that of the Havannah, in a great measure secured to Britain the chief sources of their trade to Asia and America, and cut off the communications between the principal parts of their vast but unconnected empire.

Both General Draper and Admiral Cornish, received the thanks of the House of Commons for the service they had done
their

their country, by the conquest of the Philippine islands. The former was soon after made a Knight of the Bath, and the latter created a Baronet of Great Britain.

The Spanish colours taken at Manila, were, by his Majesty's orders, at the request of General Draper, hung up in the Chapel of King's College at Cambridge, of which the General had been a member.

As the Spaniards had now received certain intelligence, that the annual ship, the *Philippina*, from Acapulco, was arrived at a port called Palapa, in the island of Samar, they became extremely apprehensive that she must soon be captured, as Admiral Cornish was resolved to send ships in quest of her. The taking of this vessel must have ruined most of the principal merchants of Manila; but in order to render this misfortune as light as possible, the Governor and merchants entered into a negotiation with Admiral Cornish and General Draper, by which it was stipulated, that they should use every means in their power to assist in delivering up the ship *Philippina* to the British, with all her treasure and plate on board, on condition, that they were allowed to take as much money as would pay off the balance due to the British, of the four millions of dollars which the Spaniards had consented to give for the ransom of the city of Manila. This was agreed to; but whether the Spaniards were sincere or not, seems very problematical; indeed it appears pretty evident, that they only wanted to gain time, and prevent a force being sent against the galleon, until they had notice that the most valuable parts of her cargo were conveyed so far up the country, as to put it beyond the reach of the British. The season seconded their designs; as they well knew, that it was next to an impossibility, for ships to get through the Embocadero, from Manila to Palapa, while the N.E. monsoon lasted. In order to give their scheme all the appearance of plausibility in their power, as soon as the Vice-Admiral informed the Governor that the *Argo* and *Seaford* frigates were ready to proceed on this service, he sent on board two Regidores, and two of the Council of Commerce, to accompany Captain King to Palapa; these gentlemen were vested

vested with full powers, and carried orders to the General of the galleon, to see that the terms of the agreement were complied with.

Thus equipped, Captain King, with the two frigates, sailed for Palapa, and did all that lay in his power to reach that port; but the weather proved so extremely tempestuous and rainy, that, after using every effort for the space of three months, in which time he had frequently run great risks of losing both ships, and his provisions being nearly expended, he found it impossible to get through the Embocadero, against the strength of the N. E. monsoon, and had the mortification to be constrained to return to Manila, without effecting his purpose, where he arrived just in time to have the *Argo* refitted to accompany Vice-Admiral Cornish and the fleet to the coast of Coromandel. The Admiral left the Falmouth, Captain Brereton, and the *Seaford*, Captain Peighin, to protect the new British conquests at Manila; ordering the former to proceed to Palapa as soon as the season would permit, in order to get possession of the *Philippina* and her treasure. He likewise was to be accompanied by civil officers; but as no account has ever appeared of Captain Brereton's proceedings on this enterprize, it is presumed that he was equally unfortunate in his endeavours to obtain possession of this rich ship as Captain King had been. At the time that Admiral Cornish sailed for the coast of Coromandel, it was currently reported at Manila, that the Spaniards had secured the money and plate at a place far from the sea; and there is every reason to believe this report was true. It would therefore have been impossible for Captain Brereton to have landed a sufficient number of men to take the treasure by force; and little regard would be paid to the letters of the Spanish Governor and Council of Manila, by the General of the galleon, or the Spaniards who were interested in the cargo of the *Philippina*.

The conduct of the Court of Spain, with regard to the non-payment of the Manila ransom-money, will afford a very useful lesson for naval and military people in their future behaviour, if ever any thing similar should occur. It will point out

to them the necessity of taking proper methods to insure the fulfilling of all stipulations in the most ample manner; and to put it out of the power of any State, on ill grounded prettexts, to defraud the conquerors of their just rights. The city of Manila was saved from being plundered by the British forces, in consideration of the inhabitants paying them four millions of dollars, one half of which was to be paid immediately, the other half at a time to be afterwards agreed upon. For this half, amounting to near 450,000*l.* Sterling, the Governor-General of the Philippine islands drew bills on the Royal Treasury at Madrid.

Before the intelligence of this conquest arrived in London, a general peace was concluded; and when the bills were presented, payment was refused by the Court of Spain, on the specious pretext, that the persons composing the civil power at Manila, were forced into terms that were oppressive and unjust, from the dread of being put to the sword, if they refused their consent to them; and notwithstanding that they signed such conditions with the British Commanders, yet General Draper either ordered or suffered the city to be pillaged for forty hours by four thousand English, who plundered it of more than a million of dollars; and on this account the Court of Spain argued that payment ought not to be made. To this General Draper replied, "That it was a known and universal rule in war among the most uncivilized nations, that places taken by storm, without any capitulation, are subject to all the miseries that the conquerors may choose to inflict. This was the condition of Manila. The objection and pretence of force and violence may be made use of to evade any military agreements whatever, where the two parties do not treat on an equality. By the same mode of reasoning, a state may object to the payment of ransoms of ships taken at sea, and to contributions levied in a country which is the seat of war; but it is always allowed, that in such cases, a part must be sacrificed to the whole. The destruction which should have followed military execution, would have trebled the sum exacted, besides that the Spanish Empire in Asia would
" thereby

“thereby have been entirely subverted.” The charge of allowing the military to pillage for forty hours, was a gross exaggeration, and easily refuted; concerning which, General Draper farther replied, “That the number of troops which entered Manila when it was stormed, amounted to little more than two thousand, which were a motley composition of seamen, soldiers, sepoy, caffres, lascars, topasses, French and German deserters. The difficulty of restraining any troops, in the first fury of an assault, is well known; but it must be much greater, when composed of such a variety and confusion of people, who differed as much in sentiment and language, as in dress and complexion. Several hours had elapsed before the principal inhabitants could be brought to a conference: during that interval, the inhabitants were undoubtedly very great sufferers; but such violence was antecedent to settling the terms of capitulation; and, by the laws of war, the place, with all its contents, became the unquestionable property of the captors, until a sufficient equivalent was given in lieu of it. That several robberies were committed after the capitulation was signed, is acknowledged; but it is denied that the place was pillaged for forty hours, or with the permission of the General, as he immediately issued out orders for preserving the strictest regularity and decorum; and therein declared, that whoever should be guilty of robberies, or plundering the churches and houses, should be hanged without mercy.” General Draper made several examples, and did all that lay in his power to enforce the terms of the capitulation. Considering how very much the enemy had at stake, in a large and opulent city, and the easy terms by which they saved the place from a general pillage, it is shameful to think that so honourable a people as the Spaniards should have made the smallest objection to comply with terms which proved of such manifest advantage to their Asiatic settlements.

WEST INDIES.—*Leeward Island Station.*

THE complete reduction of the French settlements in North
 k k 2 America.

America, enabled the Ministry to draw a very considerable military force to the West Indies, where it was resolved to make a very powerful attack upon such islands as still remained under the dominion of his Most Christian Majesty. For this purpose, eleven battalions were assembled in the month of August, on Staten island, near New York. The command of this army was given to Major-General Monckton, (See Note 186.); and every thing being got ready, they sailed for Barbadoes the end of October, under convoy of a strong squadron of ships of war, commanded by Captain Darby of the Devonshire. Colonel James Grant, who had been sent with a considerable detachment of troops to Charlestown in South Carolina in 1761, in order to chastise the Cherokee Indians, who had been troublesome to the settlers in the interior parts of that province, having performed that service, was ordered to embark all the troops that could be spared from Carolina, and to join the army at Barbadoes.

Rear-Admiral Rodney † was sent from England early in October, with several capital ships, to join those under Sir James Douglas, and to assume the command of the squadron there. Lord Rollo had received orders to collect such troops as could be spared from the different garrisons in the West Indies, and, with the troops already under his command, to join the army under General Monckton at Barbadoes; at which island Rear-Admiral Rodney arrived the 22d of November 1761, and, between that time and the 9th of December, the rest of his squadron joined him. Here he found Sir James Douglas with part of his fleet, which, as soon as they were completely watered and victualled, he detached to block up the island of Martinico. Admiral Rodney, while at Barbadoes, hired ten sloops, which he manned and armed. These he sent partly to cruise off the island of Eustatia, to prevent the Dutch from affording the French any supplies of naval and military stores and provisions, and partly to cruise off Martinico; and, as they drew but little water, had orders to look into all the small harbours

† Afterwards Lord Rodney, and Admiral of the White.

harbours on the windward side of the island, and to endeavour to cut out any vessels they might find there. He likewise wrote to all the Governors of the islands belonging to Great Britain, informing them of the arrival of the armament, and its destination, and entreating them to lend all the assistance in their power to the enterprize. On which the Governor of Barbadoes laid an embargo on the island, in order to conceal from the enemy what was going on there; and two corps were raised, the one consisting of five hundred white, and the other of six hundred black men, who joined the army. The Admiral endeavoured all in his power to obtain seamen who could serve as pilots at Martinico, and to such he offered large premiums. On the 14th of December, the *Temeraire* and *Acceon* ships of war joined the Admiral with a body of troops from the island of Belleisle, under the command of Brigadier-General Rufane; and on the 24th of that month, General Monckton, with the army from North America, arrived in Carlisle bay, as did, soon after, Lord Rollo, with the corps under his command.

The whole of the troops being now arrived, the Admiral and General, with the proper officers, were busied in making the necessary arrangements for the enterprize, and in giving the troops all the refreshment in their power; which being done, this grand armament, consisting of upwards of thirteen thousand land forces, (See Note 186.) and a fleet of sixteen sail of the line, many frigates, sloops of war, bomb-ketches, hospital ships, and transports, (See Note 186.) sailed from Carlisle bay on the 5th of January 1762, and on the 7th joined Sir James Douglas off the island of Martinico. It was a most unpardonable neglect, that the bays and landing places of this island had not been properly examined, and accurate charts of them made out for each ship. There seems likewise a great want of information, both as to the island itself, the strength of the garrison, and of the works the enemy had erected since the attempt made on the island in January 1759. This country is extremely mountainous in the centre, whence issue numberless large streams of water, which, in the hurricane months, are swelled

to violent torrents. These have, in their way to the sea, worn deep channels for themselves; so that the country is every half mile intersected by deep ravines or gullies, with steep rocky sides, having water running at the bottom, which in many places is but barely fordable. These fords are rendered difficult to pass, from the number of large stones which the torrents have rolled from the sides of the mountains. In making war here, great precaution is necessary; a landing must be effected as near the fortified places designed to be attacked as possible, as the transporting of cannon, ammunition, and all the stores requisite to carry on a siege to any distance, across such a rugged country, is absolutely impracticable. In the first part of the operations against Martinico, this does not seem to have been attended to, until experience pointed it out; for, instead of making for the great Bay of Fort Royal, with the fleet and army, Admiral Rodney detached five sail of the line to that bay, and ordered one of the ships to hoist a similar flag to his. In order (at the same time) to distract the enemy's attention, and harass their troops, he sent five large frigates off La Trinité, on the opposite side of the island. Both these detachments were to make a feint of landing troops; and with the remainder of the fleet, he came to an anchor in St Anne's bay, the best harbour on the weathermost part of the island.

Sir James Douglas, with his division, stood close in, and silenced the batteries; in performing this service, we had the misfortune to lose the *Raisonable*, by her running on a little reef of rocks of which the pilot was entirely ignorant, as she was leading in for one of the enemy's batteries. Her people, stores, and guns, were saved. Here a part of the army was landed; but the General soon found that it would be impossible to march round to Fort Royal from this spot: and information having been received both by him and the Admiral, that since the descent made on this island in 1759, the enemy had erected fortifications from Negro Point, a considerable way down that side of the bay of Fort Royal, it would be in vain to attempt making a descent there. The account given of the strength of these new works was greatly exaggerated; but, in
con-

consequence of this report, a new plan was proposed, which was, to land the army at St Lucy, on the opposite side of St Ann's bay, and to march across the isthmus to Gros Point, so as to be able to reduce Pigeon Island; which being done, the ships of war could with safety anchor on the east side of Fort Royal bay, and attack the citadel. But when it was considered with what difficulty cannon, stores, and provisions, could be conveyed across this part of the island, in which there was also a great scarcity of water, this plan was soon relinquished.

The General resolved, however, to attempt the reduction of Pigeon Island from the east side. Accordingly, a detachment of the fleet was sent under Commodore Swanton, to Ance Darlet, accompanied by two brigades of foot, commanded by Brigadier Generals Haviland and Grant, and a corps of light infantry under the command of Lieutenant-Colonel Scott. The Commodore having soon silenced the enemy's batteries, the troops were landed, and marched to the heights opposite to Pigeon Island. On the 10th, Captain Hervey†, in the Dragon, was ordered into the Grand Ance, where he silenced a strong fort, landed his marines, and took possession of it; but, soon after, a detachment of eight hundred men, under Lieutenant Colonel Melvill, relieved them. He was detached by Brigadier-General Haviland to take post there, in case it should be found necessary to march his corps to secure that place. As he perceived that it would not be an easy matter to accomplish the design on which he was sent; he acquainted General Monckton, that he had taken post on the high ground opposite to the fort on Pigeon Island, within the range of the enemy's shells; and finding the road impassable for cannon and mortars necessary for the reduction of that island, he was of opinion, that he had best march to Ance Darlet, re-embark the troops under his command, and there, with Commodore Swanton, wait farther orders. While on this ground, the light infantry were attacked, in the dead of night, by three companies of grenadiers, some freebooters, negroes, and mulattoes, which the enemy had passed over from Fort Royal; but they were so warmly received,

† Afterwards Earl of Bristol, and Vice-Admiral of the Blue. He died in 1779.

that they made a precipitate retreat, leaving some dead, and having a serjeant and three of their grenadiers taken prisoners; the British troops did not sustain any loss.

The Admiral and General finding that all their operations hitherto, had not forwarded their design of reducing the island, resolved to alter their mode of attack. The batteries at St Ann's were blown up, the troops were embarked, and, with the war ships, proceeded to Ance Darlet, where they joined Brigadier-General Haviland, and altogether proceeded to the bay of Fort Royal, where they came to an anchor. The Admiral and General, attended by the proper officers, went and examined the coast with the greatest attention; and having fixed on a spot on the west side of the bay, where there appeared a possibility of their being able to make a descent, every thing was got in readiness accordingly. Various feints were ordered at different parts of the island, which had a very good effect. In the night of the 15th of January, the grenadiers were distributed on board some of the line of battle ships, that they might be ready to disembark in an instant. Nine other line of battle ships were at the same time ordered to range along the shore, and attack the enemies batteries. Early in the morning of the 16th, the ships moved to their respective stations, and soon commenced a very warm cannonade. In the mean time, all the flat-bottomed boats were got ready to receive the troops; and the ships having silenced the batteries by noon, the Admiral made the signal for the troops to prepare to land, and soon after to repair to the rendezvous. Here they were ranged into three divisions. The right wing was commanded by Captain Shulldham; † the centre by Commodore Swanton ||, who superintended the debarkation; and the left wing by Captain Hervey. On the signal being made, they pushed boldly for the shore, made good their landing without any loss, in Cas des Navieres bay, and formed in the greatest order on the beach. The grenadiers, in three bodies, commanded by Lieutenant-Colonels

† Afterwards Lord Shulldham of the Kingdom of Ireland, and Admiral of the White. He died in 1798.

|| Afterwards Rear-Admiral of the Blue.

lonels Fletcher, Maffey, and Vaughan, led the van. The light infantry, commanded by Lieutenant-Colonel Scott, and Major Leland, followed; and lastly, the battalions in brigades. By sun-set, about two-thirds of the army were disembarked, and the remainder early next morning; at which time, the Admiral also reinforced the army with a corps of marines, which were formed into two battalions of four hundred and fifty men each, and sent on shore such requisites as the army stood in immediate need of. General Monckton formed his army on the heights above Cas des Navieres bay; and as soon as the tents could be landed, they encamped there.

The troops had many difficulties to encounter before they could lay siege to Fort Royal, which was now full in their view, at four miles distance. The vigorous fire from the ships had made the landing an easy matter; but in advancing towards the citadel, great caution was necessary. The whole country was a sort of natural fortification. The enemy's regular troops, indeed, were not many; but the militia and people of colour were, from their numbers, truly formidable. They were not only well armed, but well skilled in the only kind of war which could be carried on in a country like this, full of steep woody mountains, separated by deep ravines, having torrents of water at the bottom; every accessible place guarded and fortified with cannon, and all the heights strongly intrenched, particularly Morne Tortenson, and Morne Garnier, two high hills, which may be considered as out-works to the citadel of Fort Royal, which they so entirely commanded, that when these were carried, it was no longer tenable; and until they were in our possession, no attack could be formed against the fort with any probability of success. In order to attain this point, the General found it necessary to erect batteries, under cover of whose fire the troops might attack the posts on the first of these eminences; upon which (when carried) batteries must be erected to drive the enemy from Morne Garnier. The enemy, sensible of the importance of both these strong posts, had spared no pains in fortifying them with redoubts and very strong intrenchments; in the face of which

works,

works, our troops had to march in order to attack them. The General and Admiral sent letters to the Secretary of State, and to the Admiralty, containing an account of the army being landed, and the steps they were pursuing for attacking the citadel of Fort Royal, by the Honourable Captain Robert Boyle Walsingham, of his Majesty's ship the *Modeste*, who met with a most gracious reception from his Majesty.

While the batteries necessary for the grand attack were erecting, the army continued encamped on the heights above Cas des Navieres; and the Admiral not only landed the artillery, but sent on shore a large body of seamen, who found no difficulties in transporting the heaviest cannon and mortars up the steepest mountains, to a very considerable distance from the sea, and across the enemy's line of fire. The gallant behaviour of the naval officers and sailors, on this dangerous service, could only be equalled by the cheerfulness and dispatch with which it was executed.

The batteries being completed, General Monckton made the necessary dispositions for attacking the enemy's posts on Morne Tortenson. On the 24th of January, at break of day, the troops advanced under cover of a brisk fire from the batteries: the grenadiers, under Brigadier-General Grant, began the action, by attacking the enemy's advanced posts. Brigadier Rufane on the right, with his brigade and the marines, were ordered to advance and attack the redoubts along the sea-coast, a thousand seamen in flat-bottomed boats rowing up as he advanced.— Lord Rollo's brigade supported the grenadiers. Brigadier Walsh with his brigade supported the light infantry under Lieutenant-Colonel Scott, who were ordered to attack the left of a plantation, and to endeavour to get round the enemy. The light infantry effected their point; and while the grenadiers were driving the enemy from post to post, they got upon their left flank, which helped not a little to complete their rout. The strong works the enemy had erected, were now successively attacked, with such irresistible impetuosity, that, by nine o'clock, our troops were in possession of them all; together with the strong ground of Morne Tortenson, whereon were several redoubts

doubts mounted with cannon, and most advantageously situated. The enemy retired in the greatest confusion to Morne Garnier, a still higher hill than Morne Tortenson, and separated from it by a deep ravine, covered with a very thick brush wood, and a rivulet at the bottom. From this post the enemy boasted they could not be driven: they had, indeed, been at uncommon pains in adding to its great natural strength, every thing which art could devise to render it still stronger. The spirit of the grenadiers in this attack was such, that some of them pursued the enemy to the bridge of the town of Fort Royal, and brought off some prisoners from thence. While the attack just mentioned was going on, Brigadier Haviland, with his brigade, two battalions of Highlanders, and a corps of light infantry commanded by Major Leland, had orders (from the reported practicability of the passage) to cross a ravine a good deal to the left, attack a body of the enemy who were posted on several heights opposite to him, and endeavour to get in on their left flank; in order by this means to divide their force, in case they chose to support this post.

Although this corps began their march at two o'clock in the morning, yet they found so many difficulties to surmount, that notwithstanding all their endeavours, it was late before they could get across the ravine. When General Monckton found that the enemy were giving way on all sides, he ordered Lieutenant-Colonel Scott's light infantry, Brigadier Walsh's brigade, and a division of the grenadiers, to a plantation more to the left, where Brigadier Haviland was to have come down. They drove off some of the enemy posted there; and the light infantry possessed themselves of a very advantageous post, opposite to Morne Garnier. To support them, the General ordered Brigadier Haviland's corps (which now passed the ravine) to their right; while the division of grenadiers under Brigadier Grant, and Walsh's brigade, kept possession of this upper plantation, which communicated with Brigadier Haviland's corps. The marines which the General had taken from Brigadier Rufane, were posted to cover the road between the two plantations.

The 25th, batteries were begun on Morne Tortenson to play
against

against the citadel of Fort Royal ; but the troops were so much annoyed on this and the 26th, by the enemy's fire from Morne Garnier, that the General came to the resolution to attack this post immediately ; and to begin his operations to the left where Brigadier Haviland was posted, there to erect batteries against those of the enemy which so much annoyed our troops. An attempt to force this post must have been attended with considerable loss ; but which, owing to the rashness of the enemy, was luckily prevented ; as, on the 27th, about four o'clock in the evening, they, under cover of their batteries, and with the greatest part of their force, had the temerity to attack the two corps of light infantry, and Brigadier Haviland's brigade, in the posts they occupied ; by whom, however, they were received with such steadiness, that they were immediately repulsed. Such indeed was the ardour of the British troops, and so eager were they in the pursuit of the enemy, that they passed the ravine along with them, seized their batteries, and took post there : they were presently reinforced by Brigadier Walsb's brigade, and the division of the grenadiers under Brigadier Grant, who, immediately on the attack, had marched to support them. Night was now come on ; but Major Leland moving on to the left with his light infantry, and finding no opposition, continued his route towards the enemy's redoubt, on the summit of Morne Garnier, and took possession of it ; the enemy (except a few grenadiers who were made prisoners) having abandoned it on his approach. Their regular troops retired to the citadel, and the militia dispersed into the country. Thus, by a happy presence of mind, was a defensive advantage improved in the nick of time, to a successful attack ; and, by mingling with the enemy in their retreat, or rather flight, our troops pressed so close upon them, that by nine at night, they had driven them from all their posts, and were in complete possession of Morne Garnier, which entirely commanded the citadel. On hearing of Major Leland's success, Brigadiers Walsb, Grant, and Haviland, marched immediately with their corps to the support of the light infantry. So precipitate was the enemy's flight, that they left a mortar loaded, and eight or nine guns unspiked, with a
quantity

quantity of ammunition and provisions. The cannon and mortar were turned against the citadel in the morning.

The General being now in possession of this advantageous post, from whence the enemy had so much annoyed our people; and having completed two batteries on Morne Tortenson, consisting of fourteen guns and three mortars, they were opened against the citadel on the 30th. But finding that the distance was too great, the General ordered possession to be taken of Morne Capuchin, not more than four hundred yards distant from the fort; and the sooner to reduce the citadel, he immediately resolved to erect batteries at both these places, while, for the easier conveyance of the cannon by water, he caused Major Leland, with his light infantry, to take post on the river Monsieur. The enemy seeing such mighty preparations, judged it prudent to surrender, and beat the chamade on the evening of the 3d of February; in consequence of which, the gate of the citadel was delivered up to his Majesty's forces, the evening of the 4th; and at nine in the morning of the 5th, the garrison marched out, agreeable to the terms of capitulation. (See Note 186.) It consisted of about eight hundred men, grenadiers, marines, militia, and freebooters. About one hundred and fifty were killed or wounded during the siege. The place might have held out some time longer, as, before it could have been stormed, a breach or two must have been made in the walls. The enemy, in the several attacks, had not less than a thousand men killed, wounded, or made prisoners; among the latter, some of the principal inhabitants, who were taken on the 24th.

M. de la Touche, the Governor-General, after leaving a garrison in Fort Royal, retired with the remainder of his forces to St Pierre; without once sending to enquire after his killed, wounded, or prisoners. Immediately upon the citadel's surrendering, a deputation from most of the quarters of the island came in, desiring to capitulate, M. de la Touche having refused them his permission to enter into terms. The 7th, the capitulation was signed, to which several of the other quarters of the island daily acceded. On the 7th, Pigeon Island was summoned

ed

ed to surrender, with which its Commandant immediately complied, on the same terms with those granted to the citadel, cannon excepted. On the 28th of January, General Monckton learning that M. Nadau D'Etreil, late the French Governor of the Island of Guadaloupe, was at a house about two leagues off, he thought it necessary to send and make him prisoner. This unfortunate gentleman had been very ill treated by M. de la Touche, whose conduct in the defence of Martinico, was much inferior to that displayed by M. Nadau in the defence of Guadaloupe.

With the important intelligence of the surrender of Fort Royal, General Monckton sent home his senior aid-de-camp, Major Gates, (the same who was afterwards a General Officer in the army of the American rebels); as did the Admiral Captain Darby of his Majesty's ship Devonshire. They met with a most gracious reception from his Majesty, and had each a present of gold to buy a sword.

The General gave the necessary orders to repair the citadel of Fort Royal, and was making the utmost dispatch for attacking St Pierre; when two deputies arrived on the 12th of February, offering terms of capitulation for the whole island, on the part of M. le Vaffor de la Touche, the Governor General. On the 13th, they received the General and Admiral's answers to their proposals, which they carried to St Pierre's; and, on the 14th, returned with the capitulation signed, (See Note 186.); in consequence of which, General Monckton left Fort Royal on the 15th, with the grenadiers of the army, and the second brigade; and, on the 16th, took possession of the opulent city of St Pierre, and all the posts and batteries in its neighbourhood. The French Governor was in a great measure compelled to take this step; for immediately on the surrender of Fort Royal, the Admiral had detached the Honourable Captain Hervey in the Dragon, and some other ships, to the harbour of La Trinité. The Captain landed his marines and five hundred seamen, and took possession of the place; on which all the quarters in that part of the island submitted to the British arms. This greatly diminished the force under M.

de la Touche; but still he would not propose any terms until he found that the Admiral and General were coming against St Pierre, with their whole force; when, the inhabitants dreading the same fate to their capital, as that which befel the capital of Guadaloupe in 1759, beseeched the Governor to propose terms of capitulation, and even gave him to understand that they would no longer aid him in the defence of the place; on which he sent his brother, and a General Officer, with his terms.

With an account of the surrender of the island of Martinico, General Monckton sent home his aid-de-camp, Captain Ricaut, who was graciously received by his Majesty; had a present of 500*l.* given him to buy a sword, and was soon after promoted to the rank of Major.

While measures were pursuing for the reduction of the island of Martinico, the Admiral sent some ships under the command of Commodore Swanton, to block up the island of Grenada. (See Note 187.) And as soon as Martinico had submitted, Commodore Swanton received a reinforcement of ships, who escorted thither the fifth brigade, with Lieutenant-Colonel Scott's Light-infantry. These troops were commanded by Brigadier-General Walsh; who arriving off Grenada the 3d of March, he next day sent Lieutenant-Colonel Scott ashore with a letter to the Governor, summoning him to surrender. This he positively refused, in like manner as he had done a summons received from Commodore Swanton, before the troops arrived. The inhabitants, however, perceiving their destruction inevitable if they held out, and being assured that they would not obtain such favourable terms at any future time as at the present, they signed a capitulation on the 4th. A very strong post, which commanded the fort, was occupied by the Governor, aided by his garrison of regular troops, and some freebooters who still stood on their defence. On the 5th, General Walsh landed with the grenadiers, the light-infantry, and the twenty-seventh regiment, and immediately took such steps as must soon have obliged the Governor to surrender: but he saved the General any further trouble; for, finding himself abandoned

abandoned by the inhabitants, his communication with the country, and every supply, cut off, he surrendered at discretion, without firing a gun. With this island also surrendered the Grenadillas, a cluster of islands, two of which (Carriacou and Bequia) are near as large as the island of Antigua. General Walth appointed Lieutenant-Colonel Scott, Governor of this new conquest, leaving the ninety-fifth regiment as a garrison, and returned with the remainder of the troops to Martinico. General Monckton sent home his Aid-de-camp, Captain Wood, with the news of this conquest, who was graciously received by his Majesty, and ordered to be presented with 500*l.* to buy a sword. The loss the British troops sustained in the conquests they made, was much less than could have been expected, considering the numbers of the enemy, and the strong country they possessed, (See Note 187.) every accessible part of which was entrenched, and defended by a numerous artillery. (See Note 187.) What negroes were taken from the enemy, before the island surrendered, were all sold, and the money arising from the sale divided among the subalterns, non-commissioned officers, and private men; the Generals, Field-officers, and Captains having generously given up their shares to them†.

On the 24th of February, the Honourable Captain Hervey was detached with a small squadron against the island of St Lucia. (See Note 188.) His orders were, only to attack it in case he found his strength sufficient to reduce it, and if not strong enough, to make his report to the Admiral. Captain Hervey could not get such a distinct account of the enemy's strength or situation as he wished, and the entrance into the harbour being now narrow, he could not see from without in what manner it was fortified; but he fell on a stratagem that procured him the intelligence that he wanted. He sent in an officer to summon M. Longueville, the French Governor, to surrender,

† A very different conduct was pursued at the siege of Guadaloupe, in 1759. The Negroes and other prize goods then taken, were all sold by a person who stiled himself King's Agent; but the money arising from the sales was never accounted for to the army serving there.

surrender, while he himself dressed like a midshipman, accompanied the officer, by way of an interpreter, and was, along with him, conducted into the Fort to the Governor, who declared that he was resolved to hold out to the last extremity. Captain Hervey being now convinced that his ships could come very near the fort, he therefore resolved to enter the harbour next day, and with his cannon, reduce M. de Longueville to reason; who no sooner saw the ships approach the harbour's mouth, than he offered terms of capitulation, which being settled, (See Note 188.), Captain Hervey took possession of the fort and harbour, which is one of the best in this part of the West Indies. The Captain's orders were, as soon as he had reduced St Lucia, which was looked upon as a French island, to proceed against the island of St Vincent's, (See Note 189.) and to inform the Chief or Chiefs of the native Caribs, that he was not come to molest them in any shape whatever, but to rid them of the yoke which the French had imposed on them; to compel the usurpers to retire to Martinico; and assuring them, that the King his Master would grant them his Royal protection, and maintain them in that state of neutrality to which they were justly entitled.

On his way to obey these instructions, he met an express from the Admiral, with orders for Captain Hervey to join him with all expedition. The reason of this was, that the French, well aware of how great importance the possession of the West Indies islands was to them, and that without a powerful aid, their fall was inevitable, had made a desperate effort either to relieve such as might be besieged, or to succour others that might be threatened with an attack, in such a manner as would make us either abandon the design, or buy the conquest very dear. For this purpose, they had fitted out at Brest seven sail of the line and three frigates, the command of which was given to M. de Blenac; and on board of this squadron (See Note 190.) they had embarked seven battalions of infantry. The troops were commanded by the Viscount de Belsunce: he was accompanied by Chevalier de St Croix, who had been appointed Governor of St Domingo. This squadron had the

good fortune to escape out of Brest in absence of Commodore Spry, who had a few days before been blown off the coast. On his return to this station, he perceived that the enemy's fleet, availing themselves of his absence, had stole out. He tried to overtake them; but they having got too far ahead of him, he gave over the pursuit, and dispatched the Aquilon frigate to the West Indies, in order to put Admiral Rodney on his guard. Had the Aquilon arrived a few days sooner, it is probable this French squadron had been either taken or destroyed; but the first notice of their arrival in the West Indies was announced by their appearance off La Trinité on the windward side of Martinico on the 8th of March. In the evening they sent a boat to the shore with an officer in it to gain intelligence. They did not land, but spoke to a French planter, who was attending some Negroes at work in a field. The squadron laid to till about one o'clock on the 10th, when they put before the wind, and came almost within cannon-shot of La-Trinité, insomuch that Major Gordon Graham, who commanded there with the second battalion of Royal Highlanders, thought they were going to land; but they changed their course and stood for the island of Dominica. At this time Admiral Rodney's fleet was much dispersed; part being off the Grenades with Commodore Swanton, part with Captain Hervey, and a part with Sir James Douglas, cruizing off the Salinas. Such being the situation of affairs, when Admiral Rodney received advice that M. de Blenac was on the coast, he immediately sent orders to Commodore Swanton and Captain Hervey to join him off the Salinas, and, with the few ships he had with them, he left Martinico, joined Sir James Douglas, and went in quest of the French squadron. Commodore Swanton and Captain Hervey joined him without delay; so that, in the course of a few days, he found himself at the head of a powerful fleet, but could obtain no account of the enemy; he soon after learned, that they had been seen from St Christopher's steering to the westward; a circumstance which put it beyond doubt, that they had gone to Cape François. The Admiral returned to Martinico, where he found the Aquilon frigate, who,

who, furnishing him with certain accounts of the strength of the enemy's fleet, he ordered the squadron to be watered and got ready for sea with the utmost dispatch.

It was a most fortunate circumstance, that M. de Blenac had sailed from Brest before the French Ministry received information of Spain's resolution to take a part in the war; for soon after his appearance off Martinico, Rear-Admiral Rodney received letters from Captain George Johnstone, of his Majesty's sloop the *Hornet*, dated from Lisbon, into which port the Captain had carried a small French privateer which he had taken. From the Commander of this vessel, Captain Johnstone learned of the certainty of a rupture between Great Britain and Spain. This was confirmed a few days afterwards by the Spanish Ambassador at Lisbon receiving dispatches from Madrid, in which was a copy of Spain's declaration of war against Great Britain; on which Captain Johnstone immediately victualled and manned his prize, and sent her off express with letters to Admiral Rodney in the West Indies, where she had the good fortune to arrive in twenty three days: the officer who commanded her brought along with him a copy of the King of Spain's order of December 10th 1761, for seizing all British vessels in Spanish ports†. On this, Admiral Rodney gave orders to his squadron to take all Spanish vessels whatever: soon after which, a tender belonging to the Dublin captured a packet-boat, carrying dispatches for the Spanish Governors in the West Indies, advising them of the declaration of war against Great Britain. This capture was of the utmost importance, as by means of it the Spaniards in the West Indies remained entirely ignorant of what was transacting in Europe, while Britain was fully acquainted with what had been done.

The Right Honourable George Grenville was so well pleased with Captain M'Laurin's conduct, that he ordered him a present of 200*l*.

L 12 While

† This prize he put under the command of the Master of the *Hornet*, Mr (afterwards Captain) John M'Laurin. He delivered Captain Johnstone's letter to Admiral Rodney, on the 18th of January 1762; this was six weeks prior to the Admiral's receiving advice of the Spanish war from England.

While the fleet was watering, Admiral Rodney received letters from the Governor of Jamaica, informing him of Rear-Admiral Holmes's death, and requesting that some troops and ships might be sent immediately for the defence of the island, as a strong squadron of Spanish ships of war had arrived at the Havannah, which made them very apprehensive of an attack from the combined forces of France and Spain; and concluding, from the above cause, that the latter had taken a decided part against Great Britain. Admiral Rodney communicated this intelligence to General Monckton, who, having no orders to that purpose, was very much at a loss how to proceed. The Admiral thought the emergency so great, that he resolved to go himself with a considerable part of his squadron to that island, and dispatched a frigate express to Commodore Forrest (who, since the death of Admiral Holmes, commanded his Majesty's ships at Jamaica), by which he informed him of the arrival of a French squadron in the West Indies, and requesting the Commodore to join him off Cape St Nicholas with all the ships he could muster, as he was determined to block up the enemy in such of their ports as he should find them at. He at the same time desired to be informed of every particular relative to Jamaica, in order that he might be the better enabled to take the proper measures for its preservation. The squadron was ordered to rendezvous at the island of St Christopher's, that he might select the ships he designed should accompany him. Before he had got every thing ready for sailing, the Richmond frigate, Captain Elphinstone, arrived there from England on the 26th of March, who brought out orders to the Admiral and General Monckton, not to prosecute any designs they might have planned, as his Majesty had thought proper to order a grand secret expedition to the West Indies, to which every operation must give way, and in which both services must join, in order to increase its force as much as possible. But the Admiral not being quite easy as to the safety of Jamaica, and as the squadron on that station was likewise to be included in the grand expedition, he resolved to send a large reinforcement of ships under the command of Sir James Douglas,

Douglas, (See Note 191.) to that island, with orders to get the squadron there ready for sea as soon as possible, in order to join Sir George Pocock : which being done, Admiral Rodney detached a part of his fleet to cruize off the Spanish Main, under the command of Commodore Swanton, and then returned with the remainder to St Pierre's in Martinico, to wait the arrival of Admiral Pocock ; having, in the mean time, sent a frigate to meet him at Barbadoes.

The cruizers of Admiral Rodney's squadron captured but few considerable prizes. The *Acteon* took a Spanish register ship on the 4th of February, off Tobago, laden with cannon, gun-powder, small arms, and ordnance stores, bound for La Guira.

The *Ferret* sloop of war, commanded by Captain Peter Clarke, being on a cruize to the windward of the island of Porto Rico, took a Spanish sloop, the master of which, on condition that his vessel should be restored to him, promised to show Captain Clarke a Spanish ship of great value at anchor not far off ; but as she mounted twenty-four guns, and had a great many men, he was afraid she might prove an overmatch for the *Ferret*. The terms being agreed on, as soon as the ship was distinctly seen, the sloop was restored. Captain Clarke found much difficulty to get at the enemy, whose ship was at anchor in a bay, behind a reef of rocks and a sand-bank ; so that to get close at her, was attended with great hazard. For three days he plied off and on, and sent his boats during the night to sound the bay, when they at last found a channel of fifteen feet water. Small as this depth was, Captain Clarke being resolved to make trial of it, he early next morning entered its channel, and stood for the enemy, who, as soon as the *Ferret* came within reach of their guns, kept up an incessant, but ill directed fire on her. When the *Ferret* had got within point-blank shot, she unluckily touched the ground ; but her broadside bearing on the enemy, she returned their fire with great briskness for near two hours, when the enemy, having first hauled down their colours, took to their boats, and abandoned their ship. Captain Clarke immediately sent his

boats on board : She was bound from the Caraccas to Cadiz, and proved a very valuable prize. It is supposed that the enemy's loss of men must have been considerable, as much blood was found on the decks ; but they had carried off their killed, as well as wounded. The Admiral was so well pleased with the behaviour of Captain Clarke and his crew, that he went on board and returned them his thanks. The Captain was soon after appointed to a post ship. This fleet was reinforced the end of the year, (See Note 192.) and a flag sent out to Commodore Swanton.

WEST INDIES.—*Jamaica Station.*

IN order to understand distinctly the transactions in this part of the world, we shall begin with giving an account of such operations as happened previous to the arrival of Sir George Pocock. Rear-Admiral Holmes dying the 24th of November 1761, the command devolved on Captain Arthur Forrest, of his Majesty's ship Centaur. Owing to the activity of the British cruizers, the enemy's trade was quite destroyed ; and if the Dutch had not assisted them, they would have found it a difficult matter to have disposed of the produce of their colonies.

The Fowey *, commanded by Captain Joseph Mead, on her voyage from Martinico to Jamaica, fell in with the Ventura, a Spanish frigate of twenty-six twelve pounders, and three hundred men, off Cape Tiberoon. Captain Mead immediately bore down and attacked her closely. The enemy returned the fire very briskly ; when, after engaging an hour and a half, both ships were so much damaged, that they sheered off to repair their rigging. This completed, Captain Mead commenced the action again ; but it being now ten o'clock at night, and extremely dark, he found it impossible to get his ship placed against his antagonist as he wished. He therefore gave over fir-
ing

* The Fowey mounted only twenty-four nine-pounders, and had one hundred and thirty-five men.

ing until day-light, when he determined to renew the action. Next morning, as soon as he got sight of the *Ventura*, he once more bore down, and engaged her until half an hour after eight, when, being very much damaged in her hull, masts, yards, and rigging, the enemy struck. She had forty men killed, and a great many wounded. The *Fowey* had ten men killed, and twenty-four wounded.

On the 3d of April, the *Huffar*, commanded by Captain Car-ket, attacked four French ships at anchor, under a fort in Tiberoon bay: one, mounting sixteen guns, he burned; another of fourteen guns, he sunk; and cut out the other two, viz. one of sixteen, and the other of twelve guns, both of them laden with flour and indigo. In this attack, the *Huffar* had one man killed, and twelve wounded. The enemy had seventeen men killed, and thirty-five wounded; most of their crews escaped on shore in their boats. The *Huffar*, being on a cruize off the island of Hispaniola, in the month of May, had the misfortune to strike on a rock, and was wrecked: three of her crew were drowned; the rest were saved, and soon after sent to Jamaica.

Intelligence was brought to the Commodore, of the arrival of M. de Blenac with a French squadron at Cape François, by the *Merlin* sloop, commanded by Captain Carteret, who was cruising off that port when the enemy's fleet made its appearance. It happened to be night; and the sloop not answering the private signal, expected every minute to be taken, as, from the signals made by M. de Blenac, some of his ships were ordered to chase. But the Captain fell on a stratagem which saved his ship. He hoisted a number of lights, and kept firing his guns as if he had been making signals to his own Admiral or Commodore. This scheme succeeded to his wish; the chasing ships were recalled; the French squadron made for the Cape with all the sail they could crowd, and entered that port in such confusion, that the *Dragon* of sixty-four guns, one of their squadron, run on a sand-bank, and was lost. So large a fleet, and such a number of troops as they brought with them, greatly alarmed the island of Jamaica, which dreaded an attack from the combined forces of France and Spain, especially when

they

they learned that the latter had a very strong fleet at the Havannah. The Governor and Council immediately resolved to make application to General Monckton and Admiral Rodney for assistance. Orders having arrived about this time from England, restricting the General and Admiral from engaging in any new enterprize, no troops could be spared; but Admiral Rodney judging it absolutely necessary for the security of the island of Jamaica, to have a strong fleet there, dispatched Sir James Douglas with ten sail of the line, to take the command of the fleet on the Jamaica station, until the arrival of Sir George Pocock.

In order to prevent a junction between the French and Spanish fleets, Sir James dispatched a squadron of ships (See Note 191.) under the command of the Honourable Captain Hervey, to block up the French squadron in Cape François; which service he performed with great activity. Soon after M. de Blenac's arrival, he wrote to the Governor of the Havannah, acquainting him of hostilities having commenced between Great Britain and Spain, and offering to come with his squadron to the Havannah to his assistance. The Governor, not dreading an attack, declined the offer; and he is reported to have said, that he would as soon suffer a British squadron to enter the port as a French one. Sir James Douglas exerted himself as much as possible to get the fleet at Jamaica ready for service, and failed with it to the general rendezvous off Cape Nicholas; to which place Captain Hervey and his squadron were also ordered; and there they joined Sir George Pocock, of whose appointment and operations we shall now speak.

As soon as it was known for certainty, that a rupture with the Court of Madrid was unavoidable, the British Ministry determined to avail themselves of the large body of land forces which was then in the West Indies, by attacking the Spaniards, as they had done the French, in some of their principal settlements, and they resolved to begin with the Havannah. This place was justly looked upon as the key to the Spanish settlements in the West Indies; and as it in a great measure cut off all communication between the colonies and the mother country,

try, our attaining possession of it could not fail to be severely felt by the enemy. No time was to be lost; but the great difficulty lay in collecting a force sufficient for an enterprize of such importance. Orders were sent to General Monckton, to collect all the troops that could be spared from that part of the West Indies, which were reckoned at eight thousand men; four thousand were to be sent from England; about two thousand were expected to be drawn from Jamaica; and Sir Jeffrey Amherst having orders sent him to raise some men for this service in North America, these, with what regular troops he could spare, were estimated at four thousand; so that the army destined against the Havannah, when joined by the troops expected from North America, might be about fifteen or sixteen thousand effective men, (See Note 193.) As already mentioned, the army destined on this service was to be commanded by the Earl of Albemarle, and the fleet by Admiral Sir George Pocock. No more than five sail of the line were to accompany the Admiral and General from England.

The troops being embarked, the fleet sailed from Spithead the 5th of March, and consisted of five sail of the line, (See Note 193.) thirty transports, nineteen store and victualling ships, and eight ships loaded with artillery and stores. Off Plymouth, they were joined by the St Florentine and Burford, who were ordered to see the fleet a considerable way to the westward. On the 11th, chase was given to a large sail; and the Valiant coming up with her, she struck, and proved to be the St Priest, a French East India ship, of seven hundred tons burden, having a crew of two hundred and thirty men, besides passengers, bound from the Isle of Bourbon to Port L'Orient, and laden with coffee and pepper. The Admiral sent the Burford to escort the prize to Plymouth. One of the store-ships run foul of a transport, by which she was so much crippled, that she was unable to proceed on her voyage. The most material of her stores were taken out, and the vessel sent back to England, under convoy of the Rippon. Soon after, a violent storm separated the fleet, which did not completely unite again until the 20th of April, when the Namur arrived at Barbadoes, after a
passage

passage of forty-five days. Here the Admiral found most of his ships; as also the *Rippon*, which, with some of the transports, had arrived a few days before. A frigate, with letters from Rear-Admiral Rodney, was likewise there, with Major Monypenny, who had been sent by General Monckton, to inform the Earl of Albemarle of the success with which his Majesty's arms had been attended, and to lay before his Lordship a state of the army under his command. On the 24th, the fleet sailed from Carlisle bay, and arrived in Cas des Navieres bay, in the island of Martinico, on the 26th.

Here Sir George Pocock and the Earl of Albemarle assumed the command of their respective departments, and every exertion was used to get all things in readiness for proceeding on the secret expedition. A number of fascines were made by the soldiers, and put on board of transports and frigates; and orders were sent to Sir James Douglas to join Sir George Pocock with the fleet under his command, off Cape Nicholas in the island of Hispaniola. General Monckton had the offer of the government of Martinico, or to go third in command in the expedition against the Havannah. But his health being greatly impaired in the West India climate, he chose to return to New York, to the government of which he had been appointed. Brigadier-General Rufane was appointed Governor of Martinico. The Earl of Albemarle divided the army into five brigades, (See Note 193.) The four companies of light infantry belonging to the regiments brought from England, and one battalion of grenadiers, were formed into a corps, and the command of it given to Colonel Carleton, now Lord Dorchester; while the command of the other two battalions of grenadiers, was given to Colonel (now Lord Viscount) Howe.

As soon as it was determined to send the Earl of Albemarle to the West Indies, orders were sent to the Governor of Jamaica, to raise two thousand stout negroes for the service of the army, in order to assist them in their various operations. He was instructed, at the same time, to endeavour to raise a corps of five hundred Negroes, to be formed into a regiment, and to act as soldiers. Of the former, fifteen hundred were raised,

raised, and did most excellent service during the siege; nor did the island turn the necessities of Government to their own emolument; on the contrary, they were furnished for five-pence Sterling per day, although the price of labour was then at fifteen pence Sterling in that island. The latter corps, thro' some misunderstanding with the Governor and principal people of the island, did not take effect, except for one company. The Earl of Albemarle, when at Martinico, gave orders for purchasing eight hundred or a thousand Negroes in the different islands, lest those ordered to be hired at Jamaica should not be ready to join him.

Every thing being now in readiness, Sir George Pocock and the fleet sailed from Martinico the 6th of May; and on the 8th, going through the Mona passage, they joined the ships under Captain Hervey, who was employed in blocking up M. de Blenac in the harbour of Cape François. On the 17th, they arrived off Cape Nicholas; and, on the 23d, were joined by Sir James Douglas with the squadron from Jamaica.

Now it was that the proper method of proceeding against the Havannah was concerted. The Admiral had two routes to make choice of. The easiest was to sail along the south side of the island of Cuba, get into the tract of the galleons, to come round the west end of the island, and so beat down to the Havannah. This route would require much time; and as so very much depended on dispatch, it is not to be wondered at, that Sir George Pocock took the shortest, although the most hazardous, of the two routes, and resolved to steer on the north side of the island of Cuba, through the intricate and dangerous passage, known by the name of the Old Straits of Bahama, a very narrow navigation, of near six hundred miles long. By so doing, however, he greatly shortened his voyage, and found the enemy unprepared for an attack; at the same time that he secured the only passage by which the French could send supplies to the Spaniards from Hispaniola. By avoiding the currents, and beating up against the trade-wind, the Admiral and General hoped to gain so much time, as to be able to complete their operations before the hurricane season set in.

All the necessary arrangements being made for landing the army, and every thing properly concerted with the naval officers, the Admiral formed his fleet into seven divisions. He dispatched Sir James Douglas, in the *Centurion*, to Jamaica, with orders to hasten the ships that were there, and, along with the trade for Europe, to bring such supplies of Negroes and provisions as that island could furnish. On the 27th of May, the Admiral made the signal, and the whole fleet, now consisting of about two hundred sail, bore away (See Note 193.) for the Old Straits of Bahama. The precautions used in this perilous navigation, cannot be better described, than is done by Sir George Pocock himself, in his letter to the Secretary of the Admiralty, dated Namur off Chorera river, July 14th, 1762, of which the following is an extract:—

“SIR,

“Agreeable to my intentions signified to you by my letter, dated the 26th of May, by the *Barbadoes sloop*, I bore away with the fleet the next afternoon, having the day before sent the *Bonetta sloop*, Captain Holmes, with a *Providence* pilot on board him, to direct the vessels to their proper stations on the Cuba side, and Bahama banks, that we might be guided by their signals in our passage. Luckily, the next day, the *Richmond* joined us: she had been down the Old Straits to *Cayo-Sal*, and Captain Elphinstone had been very diligent and careful in his remarks going through and returning back, having taken sketches of the land and Cayos on both sides. He kept ahead of the fleet, and led us through very well. We passed the narrowest part in the night, between Cape Lobos and *Cayo Comfiso*, keeping good fire-lights on each Cayo for our directions; and found Lord Anson’s Spanish chart of the Old Straits a very just one. The *Providence* pilot, who was on board the *Bonetta sloop*, placed the *Trent*, Captain Lindfay, at the first station on the Cuba side, forty leagues to the eastward of where she ought to have been.— This occasioned some of the others never to find the Cayos where they were sent to lie on: but no ill consequences attended—

“ tended it; though we find the pilots in general ignorant of
“ the passage. On the 2d, in the morning, the Alarm and
“ Echo being ordered ahead to lie on Cayo-Sal bank, the for-
“ mer made the signal for seeing five sail in the N. W. quarter.
“ They both chased, with other ships; and about two in the
“ afternoon, Captain Alms in the Alarm, came up and engag-
“ ed the Thetis, a Spanish frigate of twenty-two guns, and
“ one hundred and eighty men; and the Phoenix store-ship,
“ armed for war, of eighteen guns, and seventy-five men; and
“ in three quarters of an hour, both struck to her. The Thetis
“ had ten men killed, and fourteen wounded; the Alarm had
“ seven men killed, and ten wounded. A brigantine and two
“ schooners were at first in company with them; one of the
“ latter escaped. They were bound to Sagoa in the Straits,
“ for timber for the use of the ships at the Havannah; from
“ whence they had sailed twelve days before.

“ During all the passage through the Old Straits of Bahama,
“ we had fine weather and little current; and, on the 5th in
“ the evening, got clear through, and saw the Metances. On
“ the 6th, in the morning, brought to, about five leagues to
“ the eastward of the Havannah, to issue out directions to the
“ Captains of the fleet, and masters of the transports, with re-
“ gard to the landing of the army: and having appointed the
“ Honourable Commodore Keppel* to conduct that part of
“ the service, leaving with him six ships of the line, and some
“ frigates, and having manned the flat-bottomed boats from the
“ fleet, I bore away, about two o'clock in the afternoon, with
“ thirteen ships of the line, two frigates, the bomb-ketches, and
“ thirty-six sail of victuallers and store-ships, and run down off
“ the harbour; where I saw twelve Spanish ships of the line,
“ and several merchant-ships. Next morning, I embarked the
“ marines' boats, and made a feint of landing about four miles
“ to the westward of the Havannah. About the same time, the
“ Earl of Albemarle landed with the whole army, without op-
“ position, between the rivers Boca Nao and Coximar, about six
“ miles

* Afterwards Lord Viscount Keppel, and Admiral of the White.

“ miles to the eastward of the Moro: but there appearing a
“ body of men near the shore, Mr Keppel ordered the Mercury
“ and Bonetta sloop in shore, to scour the beach and woods;
“ and a more considerable body appearing afterwards, as if they
“ intended to oppose the Earl of Albemarle in passing the Cox-
“ imar river, the Commodore ordered Captain Hervey in the
“ Dragon, to run in and batter the castle, which in a short
“ time he silenced, and the army passed unmolested.”

From the prisoners made in the Spanish ships taken on the 2d instant, certain information was obtained of the situation of affairs at the Havanna. The Spaniards had a fleet of twelve sail of the line, two of them but just launched; two more on the stocks nearly finished, and several merchant ships. The men of war were almost ready for sea; but no account had reached the Governor of the intended attack. The first account he received of it was from the crew of the schooner which escaped from the British ships on the 2d instant. He then called a council of war, composed of all his principal officers; to these were joined the Conde de Superunda, Lieutenant-General of his Catholic Majesty's forces, and late Viceroy of the kingdom of Peru; Don Diego Tavares, a Major-General, Knight of the Order of St Jago, and late Governor of Carthagena; these officers being accidentally at the Havanna, on their way home to Spain, from their late respective governments. In this Council, a plan of defence was settled, and a resolution taken to hold out to the last extremity. The Moro, being of the greatest consequence, and on the possession of which the fate of the Havanna in a great measure depended, was intrusted to the command of Don Louis de Velasco, Captain of the Reyno ship of war; and a more judicious choice could not have been made. He discharged this important trust with a courage and fidelity that has rendered his name immortal. The Marquis de Gonzales, Captain of the Aquilon ship of war, was appointed second in command. He imitated the example of Don Louis de Velasco in every respect, and died sword in hand, in defence of his trust. Before

fore the Governor could array the militia of the island, it was necessary that war should be proclaimed in due form against Great Britain, which he lost no time in doing; and in the course of a few days, had an army nearly as numerous as that of the invaders. The garrison of the Havanna consisted at this time of

Men.

Nine squadrons of Cavalry, viz. One of the Havannah dragoons, four of the regiment of Arragon dragoons, and four of the regiment of Edinburgh dragoons; twenty men to each squadron, — — 810

INFANTRY.

Regiment of the Havanna,	—	—	700
———— of Spain, two battalions,	—		1400
———— of Arragon, ditto,	—		1400
Three companies of artillery,	—	—	300 — 3800

Total regular troops,	—	4610
Sailors and marines belonging to the fleet,	—	9000

Total of the Spanish forces at the Havanna,	13,610
Militia, and people of colour,	— — 14,000

Total,	— — — 27,610
--------	--------------

The greatest part of the regular infantry, and all their cavalry, together with a large body of militia, took post at the large village of Guanamacoa, with a design to prevent the British troops from getting round the harbour to attack the city on the west side.

The journal of the siege of the Havannah, as given by the chief engineer, contains such an ample account of all the various operations, that we beg leave to insert it here, together with such other particulars as have been communicated to the author.

“ June

“ June 7th, Commodore Keppel had got every thing ready
“ for disembarking the army, with a dispatch that did him
“ great honour. By day-light, all the troops were in the flat-
“ boats, and ranged in three divisions; the centre conducted
“ by the Honourable Augustus Hervey; the right wing by
“ Captains Barton and Drake; the left wing by Captains Ar-
“ buthnot and Jekyl; and the reserve by Captain Wheelock.
“ The signal for landing being made by the Commodore from
“ the Richmond; and there appearing a body of the enemy
“ to oppose the landing, he ordered the Mercury and Bonetta
“ sloop to scour the beach, and fire into the woods, upon
“ which the enemy dispersed, and the whole army landed with-
“ out opposition. The first debarkation consisted of the first
“ brigade, grenadiers, and light-infantry, commanded by
“ Lieutenant-General Elliot, Major-General Keppel, and Bri-
“ gadier-General Haviland. The Earl of Albemarle followed
“ in the Valiant's barge, and General Lafauille commanded
“ the debarkation of the other brigades. The whole formed
“ on the beach; and when the debarkation was completed,
“ the Earl of Albemarle began his march towards the Ha-
“ vanna: but a very considerable body of the enemy appearing
“ as if to dispute the passage of Coximar river, the Commo-
“ dore ordered Captain Hervey in the Dragon to batter
“ Coximar fort, which in a short time he silenced; and Lord
“ Albemarle, at the head of the light-infantry and grenadiers,
“ passed unmolested. His Lordship took up his head quarters
“ there for that night. The troops lay on their arms along the
“ beach; and the piquets were advanced into the woods.
“ While the troops were landing on this side, Sir George Po-
“ cock made a feint on the Havanna side, in order to distract
“ the enemy's attention. He embarked all the marines in
“ boats, and made a shew of landing, about four miles to
“ the westward of the city. To this motion the enemy was
“ not inattentive, which greatly favoured the grand disembar-
“ kation.

“ June 8th, Early in the morning Lord Albemarle marched
“ the main body of the army to the village of Guanamacoa,
“ about

“ about six miles from the landing place, and sent Colonel
“ Carleton through the Coximar wood, with a small corps of
“ troops to the same village, to endeavour to cut off the re-
“ treat of a corps of the enemy said to be assembled there, and
“ which his Lordship determined to attack. The enemy were
“ most advantageously posted on a rising ground, and drawn
“ up to receive our troops. This corps was composed of a
“ large body of infantry, and all the enemy’s cavalry. Their
“ numbers obliged Colonel Carleton to change his position;
“ and as his corps did not exceed twelve hundred men, he
“ thought the most prudent method would be, to occupy a
“ strong post, which he did directly, and to acquaint Lord
“ Albemarle of the enemy’s strength and position. His Lord-
“ ship, with the army, was now got into the plain, and was
“ separated only from the Colonel, by the river Coximar, a
“ fordable stream. Lord Albemarle sent the Colonel orders to
“ attack the enemy opposite to him, and he would attack them
“ at the same time, on the opposite side of the village of Gua-
“ namacoa. No sooner had Colonel Carleton put his troops
“ in motion, than a large body of the enemy’s cavalry attack-
“ ed the light-infantry posted on the right of his corps; but
“ being soon repulsed by the heavy fire with which they were
“ received, they retreated in great confusion. This so much
“ dispirited the rest of the Spaniards, amounting to near six
“ thousand men, that they quickly retired; and Lord Albe-
“ marle entered the village without opposition.

“ Colonel Howe, with two battalions of grenadiers, was sent
“ through the Coximar wood, by another road, to reconnoi-
“ tre the Moro fort, and to secure the communication to that
“ fort from the river Coximar. The Admiral sent the Alarm
“ and Richmond in shore, to sound as near the Punta fort as
“ possible, down along the west shore. They found anchor-
“ ing ground for three leagues down the coast, from twenty
“ to five fathoms water, and easy landing for any number of
“ men. The enemy, this afternoon, sunk one of their large
“ ships in the entrance of the harbour. The Earl of Albemarle
“ having brought saddles and bridles from England, for a troop

“ of light dragoons, consisting of one hundred men, they were
“ mounted on horses which were taken from the enemy.
“ The command of them was given to Captain Suttie of the
“ ninth regiment, and they proved exceeding serviceable, both
“ as patrols, and in driving in cattle. They were added to
“ the corps left under the command of General Elliot at Guanama-
“ macoa.

“ 9th, Lord Albemarle marched the army from Guanama-
“ coa, and encamped in the woods between the Coximar and
“ the Moro, leaving a corps at Guanamacoa, under the com-
“ mand of Lieutenant-General Elliot, to secure the avenues
“ on that side, and a large track of country, which might
“ supply the army with water, cattle, and vegetables. The
“ enemy now began to unrig their ships, sunk another large
“ ship at the entrance, and laid a boom across the mouth of
“ the harbour.

“ 10th, Lord Albemarle having acquainted Sir George Po-
“ cock, that the Cavannos which commanded the Moro, were
“ soon to be attacked; the Admiral, to facilitate that mea-
“ sure, and to draw the enemy's attention to the Havannah
“ side, in the evening sent in the Belleisle, Captain Knight, to
“ batter the castle of Chorera; the Nottingham was ordered
“ to be ready to second the attack in case of need; and the
“ Cerberus, Mercury, Bonetta, and Lurcher, were ordered
“ to keep firing into the woods in the night; and all the ma-
“ rines were embarked in boats, to make the enemy imagine a
“ disembarkation was intended. In the evening, Colonel
“ Carleton, with the light infantry and grenadiers from Cox-
“imar, invested the Cavannos: and, about mid-day of the
“ 11th, attacked and carried the redoubt, with very little loss:
“ the enemy made very little resistance; and retreated into the
“ Moro, which was now invested. At this place was a post
“ established, called by the name of the Spanish Redoubt. Just
“ at the time Colonel Carleton attacked the Cavannos, the
“ enemy quitted the castle of Chorera. The Admiral ordered
“ the three bomb-ketches to anchor this night, to throw shells
“ into

“ into the town, which they accordingly performed, under
 “ cover of the Edgar, Stirling-Castle, and Echo.

“ 12th, The Moro fort was, by order of Lord Albemarle,
 “ further reconnoitred, and the siege of it intrusted to Major-
 “ General Keppel. From the chief engineer’s opinion, it was
 “ resolved to erect a battery against it, as near as the cover of
 “ the woods would admit of; and the place pitched upon for
 “ the battery, was within two hundred and fifty yards distance.
 “ Preparations were accordingly made, and parties ordered to
 “ make fascines. The hardships which the army sustained in
 “ carrying on this siege, are almost inexpressible: the soil was
 “ every where so thin, that it was with great difficulty and
 “ fatigue they could cover themselves on their approaches.
 “ There being no spring or river near them, it was necessary to
 “ bring water from a great distance; and so precarious and
 “ scanty was this supply, that they were obliged to have re-
 “ course to water from the ships. Roads for communication
 “ were to be cut through thick woods; the artillery was to be
 “ dragged for several miles over a rough rocky country. Se-
 “ veral dropped down dead with heat, thirst, and fatigue.
 “ But such was the resolution of the British, and such the hap-
 “ py consequences of that happy and perfect unanimity which
 “ subsisted between the land and the sea-services, that no diffi-
 “ culties, no hardships, slackened for a moment the operations
 “ against this important, strong, and well-defended place.
 “ The enemy having sunk a third large ship in the entrance
 “ of the harbour, which entirely blocked it up, the Admiral
 “ ordered four ships of the line to continue cruising in the of-
 “ fing, and anchored with the rest of his squadron off Chore-
 “ ra river, about four miles from the Havannah; which place
 “ afforded plenty of good water and wood. Commodore Kep-
 “ pel remained on the east side, at anchor off Coximar river,
 “ with as many ships of war and transports as were necessary.
 “ He landed a considerable body of seamen, who were ex-
 “ tremely useful in landing the cannon, and ordnance stores
 “ of all kinds, manning the batteries, making fascines, and in
 “ supplying the army with water, there being no water or wells

“ on the Cavannos. The Admiral landed cannon of different
“ calibers from the ships, two mortars from the Thunder-
“ bomb on the east side, two from the Grenada bomb on the
“ west side, with old cables for erecting defences, old canvas
“ for making sand bags, and ammunition; afforded every other
“ assistance that was in his power; and set himself the example
“ of the cordiality and harmony which subsisted between the
“ two corps.

“ 13th, The battery already mentioned was begun, as also
“ a howitzer battery, beyond the Spanish redoubt, to remove
“ the shipping farther up the harbour, to prevent them from
“ molesting the troops in their approaches, which in their
“ present situation they did very much. Lord Albemarle or-
“ dered two battalions of grenadiers, and three hundred light-
“ infantry, under the command of Colonel Howe, to land at
“ Chorera, to secure a footing, and engage some part of the
“ enemy’s attention upon that side. To this detachment the
“ Admiral added eight hundred marines, formed into two bat-
“ talions, under the command of Majors Campbell and Col-
“ lins. Captain Walker of the Lurcher cutter, going up
“ Chorera river, out of mere curiosity, was killed.

“ The great scarcity of earth made the approaches go on
“ against the Moro but slowly, as it took the army from this
“ to the 29th, during which time their fatigues were incredi-
“ ble, before they got the cannon, mortar, and howitzer bat-
“ teries ready to play upon the Moro and shipping.

“ 29th, At day-break, the enemy landed two detachments
“ of five hundred men each, of grenadiers and chosen men,
“ with a detachment of armed Negroes and Mulattoes; one
“ upon the right under the Moro, the other upon the left
“ near the Lime-kiln. The piquets and advanced posts, pre-
“ vented the success of these detachments, by repulsing them;
“ killing and taking near two hundred, besides wounding a
“ great number, who mostly got off by favour of the woods.
“ The loss sustained by the British was only ten men killed
“ and wounded.

“ 30th, This day was chiefly taken up in carrying ammu-
“ nition

" nition and such necessaries to the several batteries, to pro-
 " vide for their opening next morning ; which was done by
 " the foldiers, and five hundred blacks, purchased by Lord
 " Albemarle at Martinico and Antigua, for that purpose.
 " Lord Albemarle having signified to the Admiral, as the bat-
 " teries were to open next day, that some ships placed against
 " the Moro, would take a great deal of the enemy's fire from
 " the batteries, and give them an opportunity of dismounting
 " some of their guns ; the Admiral accordingly ordered the
 " Dragon, Cambridge, and Marlborough, under the command
 " of Captain Hervey, who volunteered in this service. The
 " Stirling-Castle was ordered to lead until the first ship was
 " properly placed, and then to make sail off ; but Captain
 " Campbell not performing that service agreeable to the orders
 " he received from Captain Hervey, he complained of him,
 " and desired his conduct might be inquired into by a court-
 " martial ; which was done after the siege was over, and he
 " was cashiered.

" July 1st, This morning, two batteries of cannon opened,
 " which, with those of mortars, made our fire as follows :

" Batteries.	Guns.		Mortars.		Royals.				
	24 pdrs.	13in.	10in.						
" On the left, called William's battery,	4	—	2	—	0	—	0		
" Grand battery,	—	—	8	—	2	—	0		
" Left parallel,	—	—	0	—	0	—	2	—	12
" Batteries on the beach,	—	—	0	—	2	—	1	—	14
	—	—	—	—	—	—	—	—	—
" Total,	—	—	12	—	6	—	3	—	26

" The enemy's fire exceeded ours upon the front attacked, in
 " number of guns, which amounted to sixteen or seventeen,
 " from six to twelve pounders. They played one mortar of
 " eight inches, and that very seldom. Upon the whole, our
 " fire was considerably superior to theirs ; besides, our works
 " were more secure, theirs being only a parapet of thin ma-
 " sonry. This morning, the Cambridge, Dragon, and Marl-

“borough proceeded to their stations, (Captain Hervey having
 “the signal out for the line), and about eight o'clock began to
 “cannonade with great fury, which the enemy returned with
 “much steadiness. This firing, one of the warmest ever seen,
 “continued till two in the afternoon, without intermission.
 “The Cambridge (which was within grape-shot), was so much
 “damaged in her hull, masts, yards, sails, and rigging, with the
 “loss of many men killed and wounded, that it became neces-
 “sary to order her off; and, soon after, the Dragon, which
 “suffered much in loss of men, and damage in her hull; and, as
 “the Marlborough could be of no further service, she was or-
 “dered off likewise. The number of the killed and wounded
 “were as follows:

“ Ships.		Killed.		Wounded.
“ Dragon,	—	16	—	37
“ Cambridge,	—	24	—	95
“ Marlborough,	—	2	—	8
		—		—
“ Total,		42	—	140

“The Captains, officers, and men, behaved, upon this occa-
 “sion with the greatest resolution. Captain Goostrey of the
 “Cambridge was killed soon after the ship brought up: his
 “place was supplied, during the remainder of the action, by
 “Captain Lindsay of the Trent, who gave many strong proofs
 “of his valour, and shewed himself worthy to succeed the brave,
 “but unfortunate, Goostrey. In this cannonade, the Moro,
 “which is situated upon a very high and steep rock, had great
 “advantages over the ships, and was proof against all their ef-
 “forts; besides the fire from the Moro, the Punta, and some
 “batteries in the town, brought many guns to bear on them,
 “which galled them very much. This bold attempt, though it
 “had very little effect upon the works on that side of the fort
 “which the ships attacked, was nevertheless of considerable ser-
 “vice. The enemy's attention being diverted to that side, the
 “other was a good deal neglected: the fire from our batteries

“ was

“ was poured in with redoubled fury ; became superior to that
“ of the enemy, and did great damage to their works. But the
“ moment the Spaniards were free from the fire of our ships,
“ they again returned to the front our batteries played on, be-
“ haved with great valour, and returned our fire with great
“ briskness. Never, from the beginning of the war, had British
“ valour been so well matched ; and they might now behold
“ in Don Velasco, the Governor of the Moro, an adversary wor-
“ thy of their arms, whose conduct seemed to be such, as made
“ them exert all their military skill and spirit to subdue him.

“ 2d. Our batteries continued their fire with great success,
“ and beat down the front attacked, particularly the eight-gun
“ battery ; but, unhappily, about noon, we were obliged to
“ slacken, that battery being in danger of catching fire, from
“ the constant fire kept up, and the dryness of the fascines,
“ having had no rain for fourteen days. However, before
“ evening, the enemy’s fire was reduced to two guns, which
“ fired but seldom.

“ 3d. The fire which our people flattered themselves was
“ extinguished, broke out about two in the morning again with
“ great violence ; and, though both water and people were sent
“ as fast as possible, they came too late ; the fire had got so
“ great a length, that water had no effect, nor could earth stifle
“ it. Thus was the labour of seventeen days, of five or six
“ hundred men, destroyed in a few hours, and the whole to do
“ over again. This was a mortifying stroke, and was felt the
“ more severely, as the other hardships of the siege were by this
“ time almost grown insupportable. Sickness, something of
“ which the troops brought with them from Martinico, and
“ which had increased greatly in this unwholesome country,
“ and rigorous service, had reduced the army to half its num-
“ bers ; at the same time it doubled the fatigue of those few
“ who still preserved some strength to perform the necessary
“ duty. No less, at this time, than five thousand soldiers, and
“ three thousand seamen, were down of various distempers.
“ A total want of good provisions exasperated the disease, and
“ retarded the recovery. The deficiency of water was of all

“ their grievances the greatest, and extremely aggravated all
“ the rest of their sufferings. The procuring from a distance
“ this wretched supply, so unequal to their wants, exhausted
“ all their force. Besides, as the season advanced, the prospect
“ of success grew fainter. The hurricane season was now at
“ hand, and if it set in violent, the fleet would be exposed to in-
“ evitable ruin; and, without its assistance, the army, in its
“ feeble situation, could not carry on the siege. But, in the
“ midst of these cruel distresses, the steadiness of the comman-
“ ders infused life and activity into the troops, and roused them
“ to incredible exertions. New batteries arose in the place of
“ the old ones. The fire soon became equal, and then superior
“ to the enemy’s. There was another embrasure added to
“ William’s battery.

“ 4th and 5th. All means were exerted these two nights to
“ extinguish the fire; and with much difficulty, there were two
“ embrasures saved upon the right, and the epaulement for
“ mortars upon the left. The first of these embrasures were
“ continued until the guns were disabled; and two more were
“ served en barbette, until the enemy’s fire obliged the men to
“ give them up *. It was now determined to convert the mor-
“ tar battery, in the left parallel, into a battery for cannon,
“ which was accordingly begun; and to make some improve-
“ ments in the other works, which the enemy’s fire from the
“ town, Fort la Punta, ships of war, and floating batteries, had
“ rendered necessary.

“ The Defiance and Hampton-Court having been ordered to
“ cruise between port Mariel and the bay of Honda, in going
“ down

* There appears evidently a great mistake to have been committed, in erecting the grand battery so near the Moro fort, and in concluding that the place would be easily taken after the enemy’s guns should be dismounted, which it was supposed the grand battery would soon effect: this cost the lives of many men. After the grand battery was burned, another plan was adopted; the new batteries which were erected, were placed at double the distance from the Moro fort that the old one was; and it was found necessary to ruin the defences of the place, before they approached too close to it. The mistake here alluded to, protracted the siege at least three weeks longer than it otherwise would have been, and occasioned great additional fatigue to the troops.

“ down, saw two sail at anchor off port Mariel harbour ; which
“ Captain M^cKenzie of the *Defiance* brought out, after some
“ firing had passed. All their crews, except twenty men, had
“ left them. They proved to be the *Vengeance*, of twenty-six,
“ and *Marté*, of eighteen guns, and had been out on a cruize.

“ 6th. Two more embrasures were added this night to William’s battery ; and a place fixed upon, near the stone redoubt, for another battery of four guns.

“ 9th. This morning there were twelve guns in battery, viz.
“ William’s battery of seven guns, the left parallel of five guns,
“ besides mortars. The enemy fired about eight or nine.

“ 10th. At night, a battery of four guns was begun on the left parallel.

“ 11th. This morning the four gun battery near the stone redoubt, and two guns upon the saved part of the grand battery newly repaired, opened, and played with success. We had now eighteen guns in play, to eight or nine which the enemy still kept up : for, by their uninterrupted communication with the town, and the great assistance of their sailors, who served their guns, they always made good the losses in the night, that they had sustained in the day. This forenoon, two guns in the left parallel battery failed, one by running, the other by cracking ; the carriage of a third was disabled on William’s battery. In the afternoon, the merlons of the grand battery again caught fire, and extended from right to left ; when the whole was irreparably consumed.

“ 12th. The disabled guns in the left parallel, and in William’s battery, were replaced last night, so that sixteen guns still continued to play upon the enemy. Toward noon, the carriages of the three guns in the stone redoubt were disabled. Sir James Douglas arrived with the Jamaica fleet.

“ 13th. This morning, a battery of four thirty-two pounders opened on the right parallel, against the left bastion, and made considerable havock. Another battery of four guns was ordered to be made upon the right of it, as soon as the materials could be collected. The ruins of the burnt battery were ordered to be converted into a line for musketry.

“ 14th.

“ 14th. The four guns in the stone redoubt battery, were
“ last night mounted on sea carriages. There were now twen-
“ ty guns, against five or six of the enemy’s, which they began
“ with in the morning, and before dark they were reduced to
“ two. The whole front attacked, appeared in a ruinous con-
“ dition; yet the enemy, though kept in constant hurry and
“ confusion, behaved with spirit. Preparations for carrying on
“ the approaches had now been in hand for some days. The
“ 40th regiment was employed in making gabions; the men
“ of war in making junk, blinds, or mantelets; and some bales
“ of cotton were purchased from the Jamaica fleet, to serve as
“ wool-packs. All these preparations and precautions were
“ absolutely necessary, as, on account of the rocks, the whole
“ approaches were obliged to be raised above ground.

“ 15th. The enemy’s fire was totally silenced before night.

“ 16th. The enemy fired in the morning from two guns,
“ and only twice from each. The rest of the day they fired
“ from musketry and wall-pieces, but not much from either.
“ The approaches began to be advanced this evening: the guns
“ and ammunition were carried to the new battery. The ene-
“ my seemed to be employed in making up fresh merlons upon
“ the face of the right bastion.

“ 17th. The Valiant’s battery opened this morning between
“ ten and eleven. The enemy had no fire on the front attack-
“ ed; but fired two guns from the left bastion upon William’s
“ battery, and up along the Cavannos. This afternoon, the
“ gabions began to be stuffed with fascines, for advancing the
“ sap. In the evening, the sap was begun; but, there being a
“ thick thorny wood to cut through, was advanced but little
“ way.

“ 18th. The enemy’s fire this morning was the same as yef-
“ terday. Two howitzers put into Dixon’s battery, to fire in-
“ to the breaches. The sap was carried on this night about
“ two thirds of the way to the small battery at the foot of the
“ forties before the right bastion. A small lodgement was made
“ at the edge of the wood, before the point of the left bastion.

“ 19th. The enemy fired this morning with three guns from
“ the

“ the front attacked ; but they were soon silenced. About
“ noon, possession was taken of the covered way before the
“ point of the right bastion ; and the former sap carried on at
“ night, and another begun along the covered way before the
“ right face, where a lodgement was made.

“ 20th. This morning, the miners were entered under the
“ right or sea face of the right bastion, the only place where
“ there was a practicability of doing it at the foot of the wall ;
“ for the ditch of the front attacked was seventy feet deep
“ from the edge of the counterscarp, and upwards of forty feet
“ of that depth sunk in the rock ; but fortunately there was a
“ thin edge of the rock left at the point of the bastion, to cover
“ the extremity of the ditch from being open to the sea, and to
“ prevent surprizes ; and by means of this ridge, the miner pas-
“ sed with some difficulty to the foot of the wall, which he
“ could do nowhere else without the help of scaling-ladders ;
“ an operation both tedious and dangerous. This ridge was so
“ narrow, that there was no possibility of covering a passage
“ upon it, from the fire of the opposite flank ; but they took
“ their chance, and were glad to find it even with that disad-
“ vantage. It cost only three or four men during the whole
“ time. A shaft was begun to be sunk, the same afternoon,
“ without the covered way, for the mines to throw the coun-
“ terscarp into the ditch, to fill it up in case of occasion. The
“ sap was continued along the glacis, and a gun was got into
“ the salient angle of the covered way, against the opposite
“ flank. In the day-time, parties were kept making fascines,
“ and other preparations, against the town, after the Moro
“ should be taken.

“ The sappers and miners continued their work, but were
“ much interrupted by meeting often with large stones, which
“ cost them much labour to remove. In the night, there being
“ a suspicion that there were very few men in the fort, a ser-
“ jeant and twelve men scaled the sea-line, a little to the right
“ of the mine, and found only about nine or ten men asleep in
“ that part of the work : they awoke before the serjeant and
“ his party got up to them, and ran off immediately to alarm
“ the

“ the rest. The serjeant and his party then came down ; and
“ on being ordered up a second time, found they had taken the
“ alarm, that considerable numbers were assembled, and ready
“ to oppose any farther attempt. Had it been possible to have
“ succoured this party briskly, the fort might have been carried
“ at this time ; but the enemy being on their guard, the attempt
“ was not to be repeated.

“ 21st. It now became evident to the Governor of the Ha-
“ vannah, that the Moro must be speedily reduced, if left to
“ its own strength. At all events, something appeared ne-
“ cessary to be done ; and, in the present exigency of affairs,
“ he resolved to strike such a blow, as, if it succeeded, would
“ not only give immediate relief to the Moro, but in all proba-
“ bility oblige the siege to be raised. His plan was admirably
“ well laid, but miserably executed. He ordered a sally from
“ the town of near fifteen hundred men. These he ferried
“ over the harbour in boats before day ; and dividing them in-
“ to three bodies, they were ordered to attack the posts on the
“ Cavannos, drive our people from thence, and set fire to the
“ fascine batteries and sap. Had this plan taken place, there
“ is little doubt but the enterprize must have been abandoned.
“ The burning of the batteries the first time, was a severe
“ stroke ; the erecting them a second time, was attended with
“ great fatigue : the army was now extremely sickly ; no word
“ of succours from North America ; and had the enemy suc-
“ ceeded in their designs, it would have been impossible for the
“ exhausted troops to have collected materials to form the siege
“ anew : but such was the resolution of our troops, that the
“ enemy, although greatly superior in numbers, were not able
“ to ruin any part of the works. The enemy began the attack
“ about four in the morning. The first party pushed up the
“ bank behind the Shepherd’s battery : here they were stopped
“ near an hour by the guard posted there, consisting only of thir-
“ ty men, commanded by Lieutenant-Colonel Stuart of the
“ ninetieth regiment, until he was joined by about one hundred
“ sappers, and the third battalion of Royal Americans. The
“ fire continued hot all that time. The enemy were then
“ driven

“ driven down the hill with great slaughter : as many as could,
“ got into their boats, and many leapt into the water, where one
“ hundred and fifty of them were killed or drowned. The se-
“ cond party endeavoured to push up by the salient angle of the
“ Moro, to attack the sappers upon the glacis, and their cover-
“ ing party ; but they were beat off in a very short time. The
“ third party went up the back of the Spanish redoubt ; but find-
“ ing the guard there reinforced, and ready to receive them, they
“ prudently returned the way they came, without attempting
“ any thing. Colonel Carleton was Brigadier-General of the
“ day, (having acted as Brigadier since Lord Rollo left the army),
“ and had a great share in repulsing the enemy : he was present
“ every where ; brought up the Royal regiment, thirty-fourth
“ regiment, and Royal Americans, to the assistance of the posts,
“ and received a bad wound in pursuing the enemy down the
“ hill, where the slaughter was very great. In order to cover
“ the retreat of their party, the Spaniards cannonaded most fu-
“ riously from the Punta, the west bastion, from the line and
“ flanks at the entrance of the harbour, and from their ship-
“ ping ; and so eager were they to repulse our troops, that
“ their shot killed a number of their own people. In this at-
“ tack, the enemy had four hundred men killed, drowned, or
“ taken prisoners, besides the wounded that got off. Our loss
“ was only fifty men killed and wounded. At the time the
“ enemy were attacking, there were great numbers paraded
“ in the town, and some of them going into the boats to sustain
“ the attack ; but when they perceived the rough treatment
“ their comrades had met with, they prudently desisted. The
“ alarm was entirely over, and the men returned to their work,
“ by eight o'clock.

“ This was the last effort for the relief of the Moro, which
“ abandoned as it was by the city, and while an enemy was
“ undermining its walls, held out with a fullen resolution, and
“ made no proposal to capitulate.

“ 23d, The works of sapping, mining, and making fascines
“ prosecuted with vigour.

“ 24th

“ 24th, The same works going on ; and materials were collected for erecting a battery of four guns, to be opened against Da Fuerza, and to enfilade the two next flanks facing the entrance of the harbour.

“ 25th, The same works in hand, and preparations making for attacking the city, against the Moro should be taken.

“ 26th, The former works in hand. This morning, a merchant-frigate of two decks, which had much annoyed the British, was sunk by a howitzer from Dixon's battery. She was moored across the entrance, before the west bastion, within the boom, and near the sunk ships.

“ 27th, The former works continued in hand, and a mortar battery begun at the Spanish redoubt ; likewise a battery begun for three guns, to fire upon boats landing at the Moro. This would have been of considerable service all along, if it could have been served without erecting other batteries to check the fire of the Moro itself, upon that side ; but that could not be undertaken, as the troops found sufficient employment in the works of the real attack.

“ 28th, The former works in hand. This afternoon, a large merchant ship of the enemy's caught fire by lightning, within the harbour, and blew up in about ten minutes. Great preparations making for attacking the city. Brigadier-General Burton arrived with the first division of the troops from North America, under convoy of the Intrepide ; they were ordered to the west side : the arrival of fresh troops at this critical time, reanimated the soldiers drooping spirits, and made them strain every nerve to obtain possession of the long-wished-for prize. They sailed from New York the 11th of June ; and on the 24th of July, the Chesterfield and four transports run on Cayo Comfite, the entrance of the Bahama straits, on the Cuba side, an hour before day-light and were stranded, but lost no seamen or soldiers. The Intrepide met the Richmond the 25th, who was looking out for the convoy. Captain Elphinstone returned with three transports which were cleared, in order to bring away the seamen and troops who were on shore ; and, for the

“ more

“ more dispatch, the Admiral sent away the *Echo*, *Cygnets*,
“ and *Thunder* bomb, to meet the *Richmond*, and take the
“ men out of her; and he ordered Captain *Elphinstone* to
“ take the *Cygnets* with him and proceed up the straits, to
“ meet the second division of the transports.

“ 29th, The former works in hand. The mines were this
“ day prepared for springing to-morrow.

“ 30th, About two this morning, the enemy sent two boats
“ and a floating battery out of the harbour, to fire into the
“ ditch where the miners were at work: they fired grape and
“ small arms, but without any other effect, than a short in-
“ terruption of the work: the covering party fired so smartly
“ upon them, that they were soon obliged to retire. About
“ two o'clock in the afternoon, the mines were sprung. That
“ in the counterescarp, had a very inconsiderable effect; but
“ that in the bastion having thrown down a part of both faces,
“ made a breach, which the General and chief engineer
“ thought practicable; upon which the troops under orders
“ for the assault, were ordered to mount. Lieutenant *Charles*
“ *Forbes* of the *Royals* led the way, and ascended the breach
“ with the greatest resolution; and, forming very expeditiously
“ upon the top of the breach, soon drove the enemy from every
“ part of the ramparts. The brave *Don Louis de Velasco*,
“ who made so noble a defence; exerted himself to the last to
“ save the fortress committed to his charge; and in endea-
“ vouring to rally his men*, was mortally wounded. Besides
“ this loss, which was of itself considerable, the enemy had
“ about one hundred and thirty men and several officers killed;
“ four hundred threw down their arms, and were made priso-
“ ners;

* *Don Louis de Velasco*, was mortally wounded coming up the slope to the rampart. The storm was a kind of surprise, as the British were upon the rampart before the alarm was given to the garrison, which was then in the Casemates. Every attention was paid by the conquerors to the brave *Don Louis de Velasco*: he requested to be conveyed to the *Havannah*, which was immediately complied with; and he died there two days afterwards. In such high estimation did his Catholic Majesty hold the conduct of this gallant officer, that he not only ennobled his son by creating him Viscount *Moro*, but ordered that there should always be a ship in the Spanish navy, named the *VELASCO*.

ners; the rest were either killed in boats, or drowned in attempting to escape to the Havannah. Some few desperate Spaniards retired to the Light-house in the Moro; and, while Lieutenants Forbes, Nugent of the ninth, and Holroyd of the ninetieth regiments, were congratulating each other on their victory, they fired upon them, and killed the two latter: Mr Forbes, exasperated at the death of his companions, immediately marched, attacked, and forced the light-house, and put all in it to the sword. This glorious affair, cost two officers and about thirty men killed and wounded. The Marquis Gonzales, the second in command in the Moro, was killed whilst he was making brave but ineffectual efforts to rally his men. The taking of the Moro gave universal joy to the troops; and when the fatigues they underwent in besieging of it is considered, none will doubt their sincerity. The possession of this fort, cost forty-four days hard struggle from the time the first operations had been begun against it; during which time the Spaniards lost a thousand men; nor did we obtain it without bloodshed.

31st, No time was lost in getting all things ready to attack the town; and the enemy, sensible of their approaching danger, fired very briskly against the Moro, and pointed chiefly against that part of the fort where the cistern was, in hopes no doubt, of letting out the water. Batteries for cannon and mortars, were constructing with the greatest expedition along the Cavannos; and Lord Albemarle went to the west side of the town to reconnoitre the ground there, and see in what manner attacks might be carried on with most advantage on that side, in case of occasion.

August 1st. The enemy still continued to cannonade the Moro. Major-General Keppel gave orders for erecting the remainder of the batteries upon the Cavannos, agreeable to the plan given in by the chief engineer; some by the first and third brigades, and some by the sailors.

2d, This morning, before day, the enemy sent down a seventy

“ venty gun ship into the entrance, and moored her opposite
“ the Fuerza ; she directed her fire likewise against the Moro.
“ Two howitzers were run into the battery to fire at her,
“ which incommoded her a good deal. The batteries men-
“ tioned yesterday, were begun, and consisted of thirty-five
“ pieces of cannon. The Echo and Thunder bomb, returned
“ with the second division of transports, which sailed from
“ New York the 30th of June. ,

“ 3d, The former works in hand, and carried on with great
“ diligence. This evening, the enemy’s ship opposite to the
“ Fuerza, was removed by the howitzers with a good deal of
“ confusion.

“ 4th, The chief engineer reported to Lord Albemarle, that
“ there was to the westward of the town, a very advantage-
“ ous attack to be formed against the Poligons, next the Pun-
“ ta, by the cover of a bank running along shore, from the
“ Lazaro to Fort La Punta, supposing that fort silenced : that
“ there was a road upon the bank, which was, for a consi-
“ derable way, covered both from Fort La Punta and every
“ part of the town : that the road was at present stopped up
“ by trees felled on each side, but might be easily cleared :
“ but as attacks upon that ground would in some degree stand
“ in the line of fire of the British batteries upon the opposite
“ side, it would be most adviseable to delay, until these batte-
“ ries had in some measure effected their design ; and especi-
“ ally as they might of themselves, perhaps, answer the end
“ without further trouble.

“ 5th, The works and batteries on the Moro side in hand
“ as before, and some of the platforms begun to be laid. It
“ was now difficult to get materials for this purpose, those
“ from England and Martinico being all expended ; but, by
“ the Admiral’s assistance, the materials were got. Lord
“ Albemarle took up his head-quarters this evening on the west
“ side.

“ 6th. The works in hand as yesterday ; and being conside-
“ rably advanced, and the men much fatigued, there was
“ none allowed for this night. Thirty carpenters, from the

“ Provincial troops, lately arrived, were employed to assist in
“ making platforms. A command of engineers and a propor-
“ tion of intrenching tools were ordered to the west road, the
“ former to go as soon as the batteries and works on the east
“ side should be ready, and the tools to be shipped immediate-
“ ly. The chief engineer was ordered to repair on that side,
“ and remain there.

“ 7th. The former works on the east side kept going on,
“ and fascine parties ordered to work on the west side.

“ 8th. The former works in hand on the east side ; but fas-
“ cine making was retarded considerably on the west side, for
“ want of tools. This afternoon the ship arrived on the west
“ side with the intrenching tools ; but the crew being sickly,
“ there were none landed. In the evening, Lord Albemarle
“ went himself, and reconnoitred the road and ground from
“ the Lazaro and the Punta, and ordered some posts to be ta-
“ ken farther advanced.

“ The Richmond, Lizard, Enterprize, Cygnet, and Porcu-
“ pine sloop arrived, bringing with them all the seamen and
“ soldiers from the ships that were wrecked. Captain Banks
“ of the Lizard informed the Admiral, that, on the 21st of
“ July, at three o'clock in the afternoon, being near the pas-
“ sage between Maya Guanna and the North Caicos, he dis-
“ covered two French ships of the line, three frigates, and six
“ sail of brigantines and sloops ; that the men of war and fri-
“ gates gave chase to the convoy, and that five of the trans-
“ ports were taken, with three hundred and fifty of the fifty-
“ eighth regiment (Anstruther's), and one hundred and fifty
“ Provincials on board them. The rest of the troops arrived,
“ and landed in perfect health.

“ 9th. The intrenching tools were landed this day by the
“ assistance of the men of war. The enemy having discovered
“ our reconnoitring towards the Punta for some days, set
“ some houses near the road on fire, to prevent their being a
“ shelter for us. In the evening, there was a party of two
“ hundred men ordered to make a redoubt upon the road to
“ the Punta, with a covering party of the same number : the
“ place

“ place intended for the redoubt, which was partly upon the
“ road, being much incumbered as mentioned before, all they
“ could do, was to clear off the trees, and form an abbatis in
“ the front and flanks for present defence.

“ 10th. At day-break this morning, the enemy having dis-
“ covered the covering party, and suspecting our having been
“ at work, began to cannonade along the road pretty warmly,
“ but with little execution. About ten in the morning, our
“ batteries being ready to open on the east, and those on the
“ west side to open ground, Lord Albemarle sent a flag of truce
“ by an Aid-de-camp, to acquaint the Governor with the
“ ruin that threatened the place, and summoned him to capi-
“ tulate. The Governor, after keeping the flag of truce from
“ that time till between three and four in the afternoon, in
“ the open fields, at some hundred yards distance from the
“ works, sent him back; and, before he got two thirds of the
“ way, began to fire; at the same time, many people were
“ seen leaving the town with loads: in the evening, there was
“ a party sent to carry on the works as before.

“ 11th. At day-break this morning, all our batteries opened,
“ consisting of forty five pieces of cannon, and eight mortars.
“ The advantage of position, as well as of superior fire, be-
“ came visible very soon. Fort la Punta was silenced between
“ nine and ten; the north bastion, in about an hour after-
“ wards; but now and then fired a shot. Between one and
“ two, a great number of the enemy were discovered running
“ off from the Punta, as if they had abandoned it. About
“ two o'clock, there were flags of truce hung out all around
“ the garrison, and on board the Admiral's ship; soon after,
“ there arrived a flag of truce at the head-quarters, which
“ proved to be with proposals for a capitulation.

“ Sir George Pocock was immediately sent for, and the bu-
“ siness entered upon as soon as he came. The works were
“ stopt for this night; and the flag returned about dusk.

“ 12th. The truce continued.—This day the flag was sent
“ in and returned; and sent in again in the evening, The
“ works were ordered to be carried on as before, which gave

“ room to expect that hostilities were to be renewed in the morning ; but, before that time, the capitulation was settled.

“ 13th. This day the capitulation was signed and sealed.

“ 14th. About ten this morning, Major-General Keppel, with five hundred men, took possession of Fort la Punta ; and about noon, of the Punta gate and bastion ; at both which places, there were British colours hoisted, having been evacuated by the enemy. Colonel Howe took possession of the land gate, with two battalions of grenadiers, about the same time.”

The Spaniards struggled a long time to save their men of war ; but this was a capital point, and wholly inadmissible. They also made some attempts to have the harbour declared neutral during the war, (as may be seen from the capitulation), which, in fact, was declaring its consequence ; but this was steadily refused. After two days altercation on these subjects, they gave up the points in question, and the British were put in possession of the Havannah, after having lain before it for two months and eight days. With the city, was yielded a district of an hundred and eighty miles to the westward. This conquest was, without doubt, in itself the most considerable, and in its consequences the most decisive, of any we had made since the beginning of the war ; and in no operation, were the courage, steadiness, and perseverance of the British troops, and the conduct of their leaders, more conspicuous. The acquisition of this place, united in itself all the advantages which can be acquired in war. It was a military achievement of the highest class : By its effect on the enemy's marine, it was equal to the greatest naval victory ; and in the plunder, it equalled the produce of a national subsidy. Nine sail of the enemy's line-of-battle ships were taken. Three of their capital ships, as already mentioned, had been sunk by themselves at the beginning of the siege : two more were in forwardness upon the stocks, and were afterwards destroyed by the captors. The enemy, on this occasion, lost a whole fleet of ships of war, besides

besides a number of considerable merchant ships. And in ready money, in tobacco collected at the Havannah on account of the King of Spain, and in other valuable merchandizes, the sum lost by the enemy, perhaps did not fall short of three millions sterling.

Lord Albemarle dispatched Captain Nugent home with a letter to the Earl of Egremont, of which the following is a copy :

“MY LORD,

“*Head quarters, near the Havannah,
August 21st, 1762.*

“I have the honour of informing your Lordship, that the town of the Havannah, with all its dependencies, and men of war in the harbour, surrendered to his Majesty’s arms by capitulation on the 13th instant.

“Inclosed is a copy of the capitulation (See Note 193.), various returns, and the chief engineer’s continuation of the journal of the siege of the Moro fort, which was taken by storm on the 30th of July last month ; so much to the honour and credit of his Majesty’s troops, and to Major-General Keppel, who commanded the attack, that I should do them injustice, if I did not mention them in a particular manner to your Lordship. Our mines were sprung about one o’clock, and a breach made, just practicable for a file of men in front. The enemy was drawn up on the top of it in force, with a seeming determination to defend it. The attack was so vigorous and impetuous, that the enemy was instantaneously drove from the breach, and his Majesty’s standard planted on the bastion.

“I did not send a particular express with this good news to your Lordship, because I flattered myself, that what has happened, would soon be the consequence of our success at fort Moro.

“On the 11th in the morning, by a signal from the fort, we opened our batteries against the town and Punta fort. The guns and mortars were so well served by the artillery and sailors, and their effect so great, that, in less than six hours, all

“ the guns in the fort and north bastion were silenced. The
“ Governor hung out the white flag, and beat a parley ; at the
“ same time, sent out an officer to propose a cessation of arms
“ for twenty-four hours, in order to prepare the articles of ca-
“ pitulation.

“ I sent on board the *Namur*, to the Admiral, to inform him
“ of the Governor’s proposals.

“ Sir George Pocock immediately came to my quarters, and
“ we agreed to a suspension of hostilities to the 13th, at twelve
“ o’clock.

“ I summoned the Governor on the 10th. His answer was
“ very civil and proper ; at the same time saying he would de-
“ fend the town to the last extremity.

“ The difficulties the officers and soldiers have met with, and
“ the fatigues they have so cheerfully and resolutely gone thro’
“ since the army first landed on this island, are not to be descri-
“ bed. They deserve from me the greatest commendations :
“ and I must entreat your Lordship to take the first opportunity
“ of informing his Majesty, how much I think myself obliged
“ to Lieutenant-General Elliot, and the rest of the general offi-
“ cers under my command ; to every officer and soldier in the
“ army ; and to the officers and sailors of his Majesty’s fleet, for
“ the zealous manner in which they have carried on the service,
“ and for the great assistance I have received from them. Hap-
“ py we shall think ourselves, if our conduct meets with his
“ Majesty’s approbation.

“ Sir George Pocock, and Commodore Keppel, have exerted
“ themselves in a most particular manner : and I may venture
“ to say, that there never was a joint undertaking carried on
“ with more harmony and zeal on both sides ; which greatly
“ contributed to the success of it.

“ Captain Nugent, one of my Aids-de-camp, who has the
“ honour of delivering you my dispatches, can inform your
“ Lordship of any particulars you are pleased to learn from
“ him. He has been very active ; and present at every mate-
“ rial affair that has happened since the landing of the troops.
“ I must beg, through your Lordship, to recommend him to
“ his

“ his Majesty, as a very deserving young man. He carries with him the Spanish ensign taken at the Moro.

“ Colonel Carleton *, who has acted as Brigadier since Lord Rollo left the army, had the misfortune of being wounded on the 22d of July, when the enemy made a sortie : He is at present in a fair way of doing well. I think it but justice to Major Fuller, who is my eldest Aid-de-camp, to say, that I should have sent him to England, if I had not thought it would be more agreeable to his Majesty’s service, to receive the news by one of his own servants.

“ I am, &c.

“ ALBEMARLE.”

The Admiral sent home the Honourable Augustus Hervey with his dispatches ; and the following is a copy of his letter to Mr Cleveland, Secretary to the Admiralty.

“ SIR,

“ *Namur, off Chorera river, near the Havannah, August 19th, 1762.*

“ I desire you will acquaint their Lordships, that it is with the greatest pleasure I now congratulate them on the great success of his Majesty’s arms, in the reduction of the Havannah, with all its dependencies.

“ The Moro fort was taken by storm the 30th of last month, after a siege of twenty-nine days. During which time, the enemy lost above a thousand men, and a brave officer in Don Louis de Velasco, Captain of one of their men of war, and Governor in the Moro, mortally wounded in defending the colours, sword in hand, in the storm. And, on the 11th instant, the Governor of the Havannah desired to capitulate for the town, which was granted ; the articles were agreed to and signed, and we were put in possession of the Punta and Land-gate on the 14th. With this great and important acquisition to his Majesty, have also fallen twelve large men of war of the line, as per list ; three of which were sunk, with

“ a Company’s ship, in the entrance of the harbour ; nine are
“ fit for sea, and two upon the stocks ; a blow that I hope will
“ prove the more capital to the enemy, as they receive it so
“ early in the war ; and, I may venture to say, will leave all
“ their settlements in this part of the world, exposed to any at-
“ tempt that may be thought proper to be made on them. But
“ however trivial, with the possession of the Havannah, it may
“ appear, I yet cannot help mentioning the discovery and pos-
“ session of the harbour of Mariel, about seven leagues to the
“ leeward of this, and which we had made ourselves masters
“ of, though the enemy had endeavoured to ruin it, by sinking
“ ships in the entrance ; and had lately sent near one hundred
“ transports, with some men of war there, for the security a-
“ gainst the season in which we are already advanced. It will
“ be as needless, as almost impossible, for me to express or de-
“ scribe that perfect harmony that has uninterruptedly subsisted
“ between the fleet and army from our first setting out. In-
“ deed it is doing injustice to both, to mention them as two
“ corps, since each has endeavoured, with the most constant
“ and cheerful emulation, to render it but one ; uniting in the
“ same principles of honour and glory for their King and Coun-
“ try’s service. I am glad, on this occasion, to do justice to the
“ distinguished merit of Commodore Keppel, who executed
“ the service under his direction, on the Coximar side, with the
“ greatest spirit, activity, and diligence. And I must repeat,
“ that the zeal his Majesty’s sea-officers and seamen exerted, in
“ carrying on the services allotted to them, is highly to be com-
“ mended.

“ I shall now beg leave to refer their Lordships to Captain
“ Hervey, for all further particulars, whom I send with this let-
“ ter, and who has approved himself a brave and a deserving
“ officer in this expedition ; therefore think myself obliged to
“ desire their Lordships will recommend him to his Majesty.

“ I am,

“ SIR,

“ Your most most obedient humble servant,

“ G. Pocock.”

The

The loss of men which we sustained in this remarkable siege was very considerable; (See Note 193.) though but trifling in comparison of what were swept off after the place was in our possession. Lord Albemarle having orders to return as many troops as could be spared when the siege was over, to North America, the fifth brigade was sent to New York, where a long and severe winter had such an effect upon soldiers almost exhausted by an active campaign in a very warm climate, that very few of them lived to see the spring. The manner in which the attack against the Havannah was conducted, has been severely censured by many.

Had the city been the first object, instead of the second, our loss had not been near so great as it was. The city was of great extent, the wall was out of repair, its fortifications consisted of twenty-one bastions, no out-works except two ravelins, the ditch dry, and not of any great breadth, and the covered-way ruinous. The Punta fort was calculated more to secure the entrance of the harbour, than to add strength to the town. The Moro was a strong fort of a triangular form, having two bastions towards the land, and two irregular ones towards the sea, where it joined by a wall some strong batteries of heavy cannon, which defended the entrance, and overlooked the town and Punta. The fleet, from the situation of the place, could not assist with any effect in battering the walls of it; and to have endeavoured to force an entrance into the harbour, would have been madness in the extreme: yet the Spaniards seem to have had a great dread of this, by their sinking several very large ships in the entrance to prevent it. This was almost the only thing censurable in the noble defence they made, as the broadsides of twelve ships of the line gave them ample security on this head.

The sinking of such large ships has, moreover, materially injured the harbour, as they have never been able to weigh or remove them. As Lord Albemarle found the enemy unprepared, the fortifications of the city of the Havannah out of repair, few regular troops in garrison, himself at the head of an army habituated to victory, the hurricane season fast approaching, when

when the climate was more to be dreaded than an active enemy; those reasons, in the opinion of many, ought to have induced his Lordship to make good his landing on the west side; and, before the enemy had time to recover from their surprize, or to form a regular plan of defence for the city, to have endeavoured to carry the place by escalade. In such an attempt, it is more than probable he would have succeeded. When the city fell, all the subordinate places fell of course, together with the fleet; nor would the loss sustained have been so great, as that occasioned by a long protracted siege. In case of a repulse, too, the enterprize would not have been at an end; it was only pursuing the method which was adopted, and which in the end proved successful. There is another matter, with regard to the operations against the Havannah, that might have had very great weight with them. This was the immense wealth which it was supposed the city contained, and which, in case of a successful assault, would have become the property of the victors; the gallant soldiers and sailors not having then learned, that the prize-money they had so dearly earned, was to be so very unequally distributed. It will indeed for ever remain an indelible stain on Administration, in permitting the Commanders to appropriate so large a share to themselves, by which the inferior officers and private men obtained but a mere trifle (See Note 193.) in reward of the bravery they had shown, and the unparalleled hardships they had undergone.

A flag, as Rear-Admiral of the Blue, coming out to Commodore Keppel, Sir George Pocock, on the 3d of November, delivered up the command of the squadron to him; and, with the *Namur*, *Culloden*, *Temple*, *Devonshire*, *Marlborough*, the *Infante*, *St Genaro*, *Assumption*, and several other Spanish prizes, with about fifty sail of transports, sailed from the Havannah for England. They had a tolerable passage, until they came within two hundred leagues of the Land's-end; when the wind coming round too the east, and blowing very hard, the fleet was dispersed and driven out of its course. Many of the ships being leaky, ill provided with provisions, and in a bad state to keep the sea, were unable to make the land.

In this miserable state, it is the less to be wondered at, that during the bad weather, twelve of the transports foundered. Their crews were saved by the ships in company. On the 13th of December, the Temple shared a like fate. The Culloden and Devonshire were necessitated to throw most of their guns over-board to ease the ships; and after being in the greatest danger of perishing, they, with the San Genaro, and some more of the fleet, reached the harbour of Kinsale in Ireland, where they remained a considerable time repairing their damages, before they could proceed to England, which they at last did. The San Genaro, a fine new ship, was drove from her anchors in the Downs, and lost. The sufferings of that part of the fleet which kept the sea, are almost inexpressible. Reduced by famine, and wasted by fatigue, the men were in a great measure worn out; many died of thirst, sickness, and cold. Coming from a warm climate, their clothes were ill calculated to resist the severe weather they met with in the northern latitudes. Several of the transports were wrecked in the British Channel, most of whose crews perished. Some of the ships were near a month before they got into port, after they had made the land; and as most of them were leaky and worm-eaten when they left the Havannah, it is wonderful, considering the weather they met with, that so many of them reached England. The Lords of the Admiralty becoming uneasy for the safety of Sir George Pocock, several frigates were sent out in quest of him; and, on the 13th of January 1763, he at last reached Spithead.

The Marlborough had still a harder fate. Two days after the fleet got through the Gulph of Florida, she parted from the Admiral; when, meeting with a severe gale of wind, the leaks, which were considerable before, increased to such a degree, that after looking in vain for the Admiral, she was obliged to put before the wind. For some days, they run from fifty to seventy leagues in twenty-four hours; and, the leaks still increasing, the crew were much weakened by the fatigue of pumping. Captain Burnet ordered thirty guns to be thrown over-board, and the anchors to be cut away, in hopes of easing the ship; but the leaks were grown so very considerable, that this effort had

had little effect. On the 28th of November the ship having become quite water-logged, the most sensible on board began to despair, and thought their destruction certain. The crew made great exertions, and, with the utmost difficulty, kept the ship above water all night; when, to the inexpressible joy of all on board, at day-break on the 29th, the man at the mast-head called out that he saw four sail. This welcome and unlooked-for intelligence, inspired the exhausted crew with new spirits; and, so eager were they to behold the means by which they hoped to be rescued from instant death, that the pumps would have been deserted, had not the officers, with drawn swords in their hands, compelled the men to a continuance of their labour, otherwise the ship must have sunk before the sails in sight could have arrived to their assistance. What sail they could make, was set; and they steered for the wished-for objects. At the same time, they kept firing of guns, and hoisted signals of distress. These were happily observed; and the ships made sail towards the Marlborough, now a floating wreck: they proved to be his Majesty's ship the Antelope, of fifty guns, commanded by Captain Graves, with a convoy from Newfoundland, bound for Lisbon. As soon as the Antelope came within hail, Captain Burnet made his situation known; whereupon the boats of each ship were immediately hoisted out. By five in the evening, the crew got all safe on board the Antelope, together with some chests of money, and all the effects of the officers and men. General Lafausille, who was a passenger on board the Marlborough, died two days before she fell in with the Antelope. One of the Lieutenants of the Marlborough having examined the ship before the last boat put off, and finding two of the crew drunk and asleep between decks, he had them conveyed to the boat. The water was then up to the orlop-deck. The ship was set on fire, and the Antelope made sail for Lisbon. Such an addition of men on board the Antelope, obliged the Captain to put the whole to short allowance of water, a hardship that would have been severely felt at any other time, but which was mild, in comparison of what the Marlborough's crew had suffered for some days before they had the good fortune to fall

fall in with the *Antelope*. This restriction was of short duration, as they had a quick passage to Lisbon, where all their wants were relieved.

When the Earl of Albemarle had got all matters settled at the Havannah, he appointed his brother, Major-General Keppel, Governor of it; and sailed for England, the beginning of December, in his Majesty's ship the *Rippon*.

As soon as the hurricane season would permit, Rear-Admiral Keppel sent out his ships to cruize on different stations; by means of which, Captain Arbuthnot in the *Orford*, Captain Bickerton in the *Temeraire*, and Captain Wolfeley in the *Alarm*, in company with the *Inflexible* privateer, took, and carried into Jamaica, the *St Carlos* of five hundred tons, and the *St Jago* of three hundred tons: they were Spanish register ships, both laden with cocoa, bound from the Caraccas to Spain, and turned out very valuable prizes.

Rear-Admiral Keppel in the *Valiant*, having with him the *Temeraire*, *Orford*, *Pembroke*, and *Nottingham*, together with the *Eagle* hospital ship, being on a cruize off Cape François, received advice that the enemy were preparing a fleet of upwards of twenty sail for Europe, to which they were to be escorted by four merchant frigates: he therefore placed his squadron in such a manner, as would be most likely to intercept them. Under cover of a dark night, they ventured out, and soon after fell in with three New York, and four West Indian privateers, which took five sail of this fleet. Next morning, the remainder were descried by Admiral Keppel and his squadron, who, with the assistance of the before mentioned privateers, took them all, together with their escort, and carried them into Port Royal in Jamaica.

The *Dragon*, Captain Hervey, on her voyage home with Sir George Pocock's and the Earl of Albemarle's letters, took a French ship from St Domingo, valued at 30,000*l.* Sterling.

The Port Royal, sloop of war, and the *Westmoreland*, privateer of Jamaica, being on a cruize on the Mosquito shore, took *L'Etoile de la Mer*, a Spanish register ship, valued at 40,000*l.*

The Danae, Captain Martin, being on a cruize, fell in with a French privateer of sixteen guns, from St Domingo, who bore down on him. The Frenchman had heard of the peace, and was returning into port; but, unfortunately for him, mistaking the precise time when hostilities were to cease, and thinking himself in full security, he came quite close to the Danae. He was greatly disconcerted when ordered to strike his colours, and came on board, where he received the disagreeable news, that peace did not take full effect in the West Indies till the day following.

Admiral Keppel dispatched home the remainder of the Spanish prizes, under the conduct of Captain Arbuthnot in the Orford, having with him the Centaur, Dublin, Alcide, Hampton Court, Edgar, and some frigates; himself waiting to deliver up the Havannah, agreeable to the terms of peace. On the 30th of June 1763, the Conde d'Aricle arrived from Cadiz, with four sail of the line, and some transports, having on board two thousand Spanish troops commanded by General O'Reilly; and on their producing an order from his Majesty, for delivering up the British conquests in the island of Cuba, conformable to treaty, they were received with every token of respect. The British garrison embarked; and, on the 7th of July, the keys of the city were delivered up to the Conde d'Aricle, whom his Catholic Majesty had appointed to be Governor of the Havannah.

Captain Stair Douglas of the Richmond, escorted a detachment of the Royal regiment of foot, to take possession of St Augustine, the capital of East Florida; and Captain Frederick Maitland escorted the third battalion of the sixtieth regiment, to take possession of Pensacola, the capital of West Florida.

Rear-Admiral Keppel proceeded to Jamaica; and was soon after relieved on this station by Rear-Admiral Sir William Burnaby.

NORTH AMERICA.

FROM recapitulating the glorious successes which every where
atten-

attended the British arms, we must now cast our eyes to North America, where for a short time the scene is reversed. This turn of fortune, was in the surprize of the island of Newfoundland (See Note 194.) by the French, to whom its defenceless state was well known. The enemy, anxious to strike a blow like this, and knowing, from the great armaments which we had fitted out to act with vigour against the Spanish settlements in the West Indies, and the reinforcements sent by General Amherst to the army commanded by the Earl of Albemarle, that many of our principal possessions in North America were poorly garrisoned, and that we had no fleet of any strength in that part of the world, they resolved to avail themselves of this opportunity; for which purpose, while we were deeply engaged elsewhere, they equipped a small squadron at Brest, (See Note 195.) with the utmost secrecy. The command of this squadron they bestowed on M. de Ternay, on board of which they embarked a body of fifteen hundred infantry, commanded by the Comte d'Hauflonville. This little armament got out of Brest in a thick fog. Information being soon after obtained of their departure, Sir Edward Hawke and the Duke of York, with a squadron, (See Note 200.) were dispatched in pursuit of them. But the enemy steering right across the Atlantic Ocean, got clear off.

On the 11th of May, they fell in with three very rich fleets, under a convoy very much inferior to their force, the capture of which would have been of much more detriment to the commercial interest of Great Britain, than the taking of St John's in the island of Newfoundland, and distressing the fishery there for a season. These fleets consisted of a squadron of East India Company's ships, which Captain Rowley, in the *Superb* of seventy-four guns, was to escort a considerable way to the westward, (See Note 195.); the trade for North America, escorted by the *Gosport*; and the trade for the West Indies, escorted by the *Danae*. As soon as the enemy got sight of them, they gave chase. Captain Rowley, being the senior officer, issued orders to the different fleets to continue their course, while, with the men of war, he dropped astern of them,

them, and formed a sort of rear-guard, keeping between the trade and the enemy. When they had neared Captain Rowley so much, that he could easily distinguish their force, he formed his three ships into a line, brought to, and prepared for action. The enemy, who were now about random-shot distance, on seeing this, hauled their wind, and made off. Captain Rowley immediately gave them chase, but as they were clean ships, they greatly outailed him; on which he gave over the chase, and rejoined the convoy. But, lest the enemy should make any attempt to cut off some of the trading ships during the night, he gave orders to the Albion Indiaman to carry the light for that night, while himself remained in the rear, with the war-ships, to protect them*.

The enemy's design against Newfoundland, was suspected by several people in England, who acquainted the Lords of the Admiralty with their suspicions; and the great Mr Pitt failed not to point out to their Lordships the defenceless state of that settlement. In consequence of this, a squadron was sent under Captain Palliser (See Note 195.) to succour the place. M. de Ternay pursued his course, and arrived at his destination the 24th of June. The troops were disembarked in the bay of Bulls, and marched against St John's. Fort William, its chief defence, was in no condition to make resistance; and the officer commanding the feeble garrison, being summoned, surrendered the place.

In the harbour, they took the Grammont sloop, Captain Mouat, and some trading vessels, and destroyed all the fishing tackle and stages; a conduct they invariably pursued wherever they went. M. d'Haussonville sent a detachment, who took Trinity, and the island of Carbonera, although the natural situation of the last was such, that half a dozen of men could have defended it against a thousand. Considering how very extensive the operations of the war were, it is rather a matter of wonder that this was the only place in his Majesty's

* For this piece of service, the merchants of London presented Captain Rowley with a beautiful silver epergne; as did the East India Company with a silver dish.

ty's dominions where the enemy could succeed by surprize. Their triumph, however, was of short duration; for Captain (now Vice-Admiral) Graves, of his Majesty's ship the *Antelope*, being Governor, took every measure in his power to prevent the enemy from making a complete conquest of the island. He was at Placentia, with his own ship and the *Syren*, when M. de Ternay arrived at St John's. On hearing of the disaster which had befallen that place, he immediately wrote to General Amherst at New York, and to Lord Colvill, Commander of his Majesty's fleet in North America, at Halifax, informing them of his situation; meanwhile, putting all things in such a condition at Placentia, that the enemy never presumed to attack that place.

Lord Colvill made all possible haste, and joined Captain Graves with what ships and troops he could muster, (See Note 195.) His Lordship landed some marines to reinforce the garrison; and although the force under his command was considerably inferior to that of the enemy, yet he resolved to go in search of them, and sailed from Placentia the 22d of August. On the 25th, he got off St John's, and gave chase to a schooner, which he took close to the harbour's mouth. She was commanded by an Ensign de Vaisseau, had been a British privateer, mounted eight guns, and had on board thirty men. From the information of the prisoners it was learned, that the enemy had added considerably to the works of the fort, and erected some batteries at the entrance of the harbour, where they had laid a strong boom across, to prevent any ship of force from entering it. Learning also of the depredatory excursions which the enemy had made at different parts of the island, he sent the marines of the *Syren* to the island of Boys, which saved that place from falling into the enemy's hands. Sir Jeffery Amherst informed Lord Colvill, that he was resolved, if possible, to drive the enemy from St John's, and, for that purpose had given orders to collect a body of troops (See Note 195.) the command of which he gave to his brother Lieutenant-Colonel Amherst. As these troops were to be collected from the different garrisons along the coast, Colonel Amherst

lost not a moment in proceeding from New York to Halifax, and from thence to Louisburg. From this last place he sailed the 7th of September, and joined his Lordship on the 11th, a few leagues to the southward of St John's.

This was a very fortunate junction. Colonel Amherst had formed the plan of an attack ; but, on conversing with Captain Graves, who, from his very superior abilities, great professional skill, and the very ample information he was able to give of the country, and the position of the enemy, he relinquished his own plan of operations, and adopted the one formed by Captain Graves. The success with which it was attended shewed how judiciously it had been laid ; and while it was executing, the squadron kept as close to the harbour's mouth as possible, either to attack M. de Ternay, should he endeavour to escape, or to prevent him from sending a force to disturb Colonel Amherst and Captain Douglas in their operations. Lord Colvill sent the Syren along with the troops, to cover their landing ; and Captain Douglas had orders to co-operate all his power with Colonel Amherst.

It being judged proper to land the troops in Torbay, about three leagues to the northward of St John's, they were formed into two battalions ; the first of which was given to Lieutenant-Colonel Tulikens of the forty-fifth regiment, and the second to Major Sutherland of the seventy-seventh regiment. While the troops forced their landing, the enemy fired some shots ; but on receiving a brisk fire from the British light-infantry, they fled towards St John's. Colonel Amherst immediately put his troops in motion, and marched about four miles ; the road was bad, narrow, and through a very thick wood. Captain M'Donell's light infantry corps marched in front, and came up with the enemy, who had concealed themselves in the wood. They were routed after a slight resistance, and some of them made prisoners ; the rest fled towards St John's : some of the British were wounded in the attack. The country opened, and the troops took post to the left of Kitty-Vitty, a deep inlet from the sea, where Colonel Amherst meant to have disembarked his troops ; but, the enemy, aware of this, had

had stopped up the entrance, by sinking some small vessels in it. The right of the army being close to the river Kitty-Vitty, the enemy fired across it, from a post they had on a hill, and incommoded the troops very much. Colonel Amherst caused a body of troops to march up to the top of a high rock which commanded the ford : under the cover of whose fire, the light-infantry of the army, under the command of Captain McKenzie, forded the river. These, supported by the grenadiers of the royal and seventy-seventh regiments, attacked this strong post of the enemy, drove them from the hill, and pursued them towards St John's ; when meeting a reinforcement, they faced about : on which Colonel Amherst sent Major Sutherland with some more troops to the assistance of the light infantry and grenadiers ; which the enemy perceiving, they retreated with great precipitation. The troops then took possession of the deserted post, and to maintain it was necessary, in order to preserve a communication with the fleet, for the landing of artillery, stores and provisions. In this attack, Captain McKenzie was mortally wounded. The enemy lost a good many men, and ten were made prisoners.

On the 14th, the troops got the channel cleared of the sunk vessels ; and Captain Ferguson, who commanded the artillery, brought round some field-pieces from Torbay, in shallops. The ground from Kitty-Vitty to St John's is remarkably strong. The enemy having occupied the tops of two hills which they had fortified, of these it was absolutely necessary to dispossess them before siege could be laid to the fort. The nearest of these hills lay in front of the British out-posts, and near the road to St John's. Early in the morning of the 15th, Captain McDonnell, with his light-infantry, after a most fatiguing and difficult march, got round the hill, and took the enemy by surprise ; and although they had posted here three companies of grenadiers, and two piquets, with a mortar and a six-pounder, under M. de Belcomb, their second in command, and esteemed one of their best officers ; yet with such vigour were the enemy attacked, that they only gave one fire, and retreated with great precipitation, having a great many killed

and wounded, besides a Captain and thirteen men made prisoners. On this occasion, Lieutenant Schuyler and four men were killed, and Captain M'Donell and eighteen men wounded. On the 16th, the army marched towards St John's, on which the enemy abandoned the post they had on the other hill, which entirely commanded the entrance of the harbour; on this Colonel Amherst immediately ordered possession to be taken, and in the course of the day, completely invested fort St John's. Captain Douglas having sent the artillery, mortars, and camp-equipage from Torbay to Kitty-Vitty, the Colonel broke ground that very night. During the greatest part of the day of the 26th, the fog was remarkably thick; a circumstance equally fortunate to both the British and the French. Colonel Amherst by it was enabled to take all his measures for reducing the place, without being perceived by the enemy: while, under its cover, M. de Ternay stole out of the harbour with his squadron, and effected his escape. Lieutenant-Colonel Tulikens, who was posted on a hill which commands the entrance of the harbour, could hear their noise, but could not discern any of their ships: the fog even altered the direction of the sound, which seemed to come from another part of the harbour, while they must have been directly under him. When it cleared up, the enemy's fleet were seen by Lord Colvill's squadron; but they had got so great a distance, that it would have been to no purpose to have pursued them; and they were so fortunate as not to fall in with the ships under the command of Captain Palliser, who had been sent from England to the relief of St John's, and who arrived on the coast soon after M. de Ternay took his flight. The French Commodore went off in so great a hurry, that he left his anchors behind him, and even turned adrift the boats which had towed him out of the harbour; their grenadiers were to have gone on board the squadron; but for fear of losing so favourable an opportunity of escaping, he would not throw away so much time as to embark them. Lord Colvill, from the care he had taken to provide a number of shallops and small craft, by which the artillery and stores were easily transported from Torbay to Kitty-Vitty,

Vitty, greatly accelerated the military operations. Captain Douglas of the Syren conducted this part of the service, with an exactness and activity peculiar to his character. On the 17th, Colonel Amherst opened a mortar battery against the fort, and was busy in erecting some batteries for cannon; when, on the 18th, M. d'Hauſſonville began a correspondence with Colonel Amherst, which ended in a capitulation, by which the French surrendered themselves prisoners of war, on condition of being sent to France. The Colonel's correspondence with the French Commandant, and the articles of capitulation, will be found in the Appendix, (See Note 196.) The French carried matters with a high hand while they remained masters of St John's; plundered without mercy, all the merchants there, and sent off many of the inhabitants in small vessels to Placentia, and other places. The goods thus taken from them, were thrown promiscuously into such warehouses as the enemy found most convenient for their purpose. The arduous task of returning the plundered goods to the right owners, of restoring order, and of setting all matters to rights where the French had exercised their authority, was left to the management of Captain Graves; whose impartial conduct met with universal applause.

SOUTH AMERICA.

WE shall conclude our history of the war in this quarter of the globe, by an account of an expedition against Buenos Ayres, (See Note 197.) The plan was well laid, although it failed of success. Accident alone was the cause of its miscarriages. While our troops and navy were employed in attacking the Spanish settlements in the West Indies and in Asia, a blow was concerted to be struck against their settlements in South America; and an attack upon the colony of Buenos Ayres in the river Plate, was agreed on. To carry this plan into execution, the British Ministry gave every encouragement to some private adventurers, among whom were some noble-

men and wealthy merchants, to undertake this enterprize. There were sundry very cogent reasons for this expedition. Buenos Ayres, from the lucrative trade carried on there, was of itself an object: its situation was extremely important during the war; for, by the possession of this port, we could carry our arms into the vitals of the Spanish American dominions. It was not only well adapted for aiding any enterprize against the Spanish settlements in the South Seas, as well as all the Spanish colonies in this part of the world, besides that it lay most conveniently to molest the Portuguese settlements; but by the possession of it, we could distress our enemies, as well as protect our allies. Amongst the greatest encouragements to this undertaking, was the weakness of the place, which by no means possessed strength equal to its importance. From these considerations, it is to be lamented that the British Ministry were not able to make it an object of public, instead of private concern; but from the multiplicity and extent of our military operations, this was rendered utterly impossible. The adventurers purchased from Government his Majesty's ships *Kingston* and *Ambuscade*, and conferred the command upon Captain Macnamara, of the East India Company's service, an officer of reputation and experience. He used great dispatch in fitting out the two ships, and repaired to Lisbon, where he was joined by a considerable reinforcement. On board the squadron were embarked five hundred Portuguese troops. He sailed from the Tagus the 30th of August 1762; his force as follows:

British,	{ * Lord Clive, 50 guns, 350 men.		
	{ Ambuscade, 38 200		
Portuguese,	{ Gloria, 36 }		Having on board 500 soldiers, besides seamen.
	{ A Snow, 16 }		
And five vessels loaded with stores.			

They proceeded immediately for Rio de Janeiro, the capital of the Portuguese settlements in Brazil. All dispatch was used in

* The *Kingston*, changed to this name, from that nobleman having a considerable share in the undertaking.

in getting the squadron ready for the expedition ; which being done in three weeks, they sailed, and, on the 2d of November, arrived in the river Plate. The voyage, hitherto prosperous, now began to change its aspect. As soon as the squadron had entered the river, difficulties began to emerge, which had not been foreseen. A violent storm of wind and rain arose, accompanied with the most dreadful flashes of lightning and claps of thunder. Luckily the squadron received no damage, and next day the weather became moderate. On sounding the river, it was found to be full of shoals, which rendered the navigation extremely intricate ; obstacles in themselves very difficult to be surmounted, and which must have proved great obstructions in the projected attack against Buenos Ayres.

The Spaniards were more on their guard than was at first apprehended ; they had even acted on the offensive, and attacked and taken the Portuguese settlement of Nova Colonia, at which place Captain Macnamara designed to have put in, for reinforcements and intelligence. The squadron passed by Monte Video, the first settlement the Spaniards have on the north shore, and where their register ships discharge their cargoes. Here they saw one of these ships, supposed to be the *St Barbara*, waiting for convoy from Spain ; but Captain Macnamara did not think proper to engage her, as her cargo was at this time at Buenos Ayres, and the attacking of her would have alarmed the whole country, and probably defeated the scheme. The better to deceive the enemy, the squadron hoisted no colours, which caused them to be taken for Portuguese ; enemies the Spaniards had no dread of. Next day they saw a vessel close in shore ; on which the Commodore ordered the boats manned and armed to attack her. When our boats came near, they fired on them ; upon which they rowed briskly up, and, pouring a volley of small arms into her, were pulling on board, when she struck, and proved to be a schooner of twenty tons, loaded with military stores from Buenos Ayres, bound to Monte Video : she mounted six brass three-pounders, two brass patteraroes, and had eleven men on board. From the prisoners, they received the disagreeable intelligence of the Spaniards having made an

easy conquest of St Sacramento, or Nova Colonia, about a month before.

The Commodore made all the expedition up the river he could; but was much retarded, as some one or other of the vessels got aground every tide. This obliged him to keep near the south shore, being the deepest water, from whence he could plainly perceive the enemy's troops march up the banks; and when he came to an anchor, they incamped, intrenched themselves, and set to work to erect batteries to oppose a descent. On the morning of the 17th of December, the squadron got within sight of Nova Colonia, and saw two frigates at anchor under the fortifications; and, near to one of the forts, a large Indian camp. The squadron cleared for action, in hopes of attacking the place next day; the Portuguese frigate got aground three or four leagues off; when the Commodore's pilot, whom he had brought from Rio de Janeiro, declared it impossible for the squadron to take the place. On the 24th of December, the Commodore went on board the Ambuscade, and told the Captain, that he had come to a resolution to attempt cutting out or destroying the two Spanish frigates before mentioned, and that he intended to put his plan in execution that night, the rendezvous to be at his ship. Accordingly nine boats manned and armed, having pitch-tubs and hook-ropes, &c. on board, were ordered for this expedition. The night was extremely dark; but the boats were either too late in setting out, or did not row brisk enough; for they were near a mile's distance from the largest frigate when day broke. The fort gave the alarm, and began to fire, as did both the frigates immediately after. All they could now do, was to return: which they did at great hazard: but such bad aim did the Spaniards take, that not a man was hurt. Half an hour's more darkness would have completed the ruin of the frigates, as they were entirely unprepared: to attempt this a second time, however, would have been ridiculous. The Commodore was extremely ill satisfied with the management of this affair.

The Commodore finding all his attempts on Nova Colonia in vain, sailed down the river, with an intent of attacking Monte Video.

Video. Having got off there, he went in a small vessel, and founded the entrance of the harbour, which the pilots said was very difficult. While the Commodore was preparing for the attack, a sail came in sight; and the signal being made to weigh anchor, the squadron stood for her. They were in hopes she was a galleon or register ship from the South Seas, two being expected about this time; but she proved to be a Portuguese vessel with dispatches for the Commodore; the Captain of which, an Englishman, who had navigated in this river for twenty-three years, and was esteemed the best pilot the Portuguese had, undertook to carry the Lord Clive within pistol-shot of the fort at Nova Colonia: his offer was readily accepted by the Commodore, and the squadron stood once more up the river: in two days they got off Nova Colonia, and, on the 6th of January 1763, resolved to attack it immediately. Hazardous as the enterprize was, there was great probability of its success; the ships were in good order, and the men in high spirits. The Lord Clive led the van, followed by the Ambuscade and Portuguese frigate, which last was to attack a small battery; but, either through design or accident, they got aground some miles off, and were of no service; so that the two British ships had the fire of the fort, the batteries, with a frigate of thirty-six, and another of twenty-eight guns, to sustain. The ships moved on to the attack with all their colours displayed, horns sounding, and drums beating, expressive of their hopes of victory.

The engagement began about twelve o'clock, and continued with great vigour on both sides for four hours; and such was the spirit and resolution of our sailors, that their fire seemed always to increase, while that of the enemy, unable and unaccustomed to such work, gradually diminished. Their batteries and ships being now almost silenced, and the Spanish soldiers flying from their guns, the colours were every moment expected to be struck. Just at this critical instant, when victory seemed certain, by some unknown accident the Lord Clive took fire, and was soon in a blaze. The flames were scarcely discovered, when there appeared an impossibility of quenching them.

them. Now was exhibited a most melancholy spectacle: both sides of the vessel were immediately crowded with naked men, who, but a few minutes before, reckoned themselves almost in the assured possession of conquest and wealth: many precipitated themselves into the sea, preferring the dreadful alternative of death by water rather than by fire: some clung to the yards and rigging, until the ascending flames forced them to tumble into the sea, where they perished. Commodore Macnamara, who had received a wound in the hand, and another in the nose, by a splinter, stripped; and, with the brave Captain Williams, the pilot, leaped over-board, and both perished. Upon this accident being perceived, the enemy's fire recommenced, and their dismayed troops returned to the batteries: this redoubled the distress of those on board; and many, who might have escaped by swimming, were killed. Several who had lost their limbs in the engagement, lay bleeding and helpless on the deck; and, without the least power of shifting their situation, beheld the merciless flames approach them. No assistance could be given, all being occupied by their own distress, and intent on their own preservation. Some of the wounded perished by their own hands. A circumstance is related of this dreadful scene, which is extremely striking, and strongly characterises the spirit of the British seamen. Several of those who could not swim, in the midst of this scene of horror and confusion, went to the lower deck guns, and kept up a constant fire upon the enemy, till they were driven by the flames to perish by another element. Out of three hundred and fifty men, only seventy-eight escaped.

The other vessels of the squadron, far from being able to yield any assistance to the sufferers, were obliged to cut their cables, and get off as expeditiously as they could, lest they should be involved in the same fate. The Ambuscade with great difficulty got off about six in the evening, and anchored about four miles from Nova Colonia: she was reduced to a mere wreck, having received sixty shot in her hull, many of them between wind and water; five shot in the main-top-mast, all the boats unserviceable, fore-top-mast shot through the heel;

heel; the best bower and stream cable shot through; sails, lifts, braces, and halliards much damaged; six feet water in the hold, and six guns dismounted. By wonderful exertions, they repaired some of their most material damages, and made a shift to get back to Rio de Janeiro.

In this disastrous manner ended this expedition, which had been conducted with a resolution equal to any during the war, but with a fortune very different. The number of men was the only considerable loss that attended this repulse. It was no small consolation, however, to those who escaped the flames, that after they got on shore, they were treated with a degree of humanity and benevolence which could not be exceeded, had the same calamity happened to them on the coast of their own country, and among their dearest friends and relations. Instead of regarding them as persons come to destroy and plunder their settlements, the Spaniards considered their misfortunes, not their enmity, and treated them rather as their children, than captives. The British came to them naked; they clothed them all decently, and used them in every other instance with equal tenderness and indulgence. Thus was the war closed by an action, the fittest in the world to infuse sentiments correspondent to a state of peace and union between two brave and generous nations, whose true interest is, to be always united in friendship.

MEDITERRANEAN.

As soon as it was perceived that a rupture with Spain was unavoidable, a strong reinforcement of ships was set out under the command of Sir Piercy Brett, to join the fleet under Sir Charles Saunders, who still continued to be vested with the command of his Majesty's ships on this station; (See Note 196.) The cruising ships met with very great success, particularly the *Active* and *Favourite* sloop, which having been sent in hopes of intercepting a very rich ship expected at Cadiz from Lima, had the good fortune to get sight of her on the 21st of May,

May, and immediately gave chase. In a few hours they were close along-side, when Captain Sawyer hailed them whence they came; and, on being answered from Lima, he desired them to strike, for that hostilities were commenced between Great Britain and Spain. This was a piece of news they were not prepared for; but, after a little hesitation, they submitted. Possession was then taken of the vessel, the *Hermione*, which was by far the richest prize made during the war; the cargo and ship, &c. amounting to 544,648*l.* 1*s.* 6*d.*; a particular account of which, and the distribution of the prize money, the reader will find in the appendix, (Note 197.)

The treasure was conveyed from Portsmouth to London in twenty waggons, escorted by a party of sailors. The waggons were decorated with the British colours flying, having those of Spain underneath them. They made a grand procession, and entered the city of London the 12th day of August, the day his Royal Highness the Prince of Wales was born; and which contributed very much to increase the joy which was so generally manifested on the glorious occasion. The procession proceeded along Piccadilly, down St James's street, where his Majesty and many of the nobility viewed it from the windows over the gate of the palace. On their coming to London, they were joined by a troop of light dragoons, with a band of music, consisting of kettle-drums, French-horns, trumpets and hautboys; and in this manner did they march on through the city to the Tower, amid the acclamations of a prodigious concourse of people.

One of Sir Charles Saunders's fleet took the *Perlu* of Barcelona, having on board one hundred thousand dollars. This was the first ship taken from Spain, after the declaration of war. On the 23d of July, the *Pallas* was attacked in Cadiz-bay by two xebèques, one of thirty-two, and the other of twenty-four guns. After engaging for some time, they were both so much disabled, and had lost so many men in the action, that they made off. Captain Clements pursued, and would have taken them both, had not a ship of the line been dispatched from Cadiz to their assistance, which came in time to protect them;

them; as, on her approach, the Pallas was obliged to desist, and save herself by flight.

The Active took a French privateer of twenty-two guns, and two hundred and forty men.

The Gibraltar, Captain Griffith, took a French privateer of eighteen guns off Leghorn, after a most desperate engagement, in which the first Lieutenant of the Gibraltar, and five men were killed, and many wounded.

The Brune, commanded by Captain Tonyn, being on a cruize off Carthagenæ, on the 23d of October, about seven leagues to the west of that port, fell in with the Oiseau, a French frigate of twenty-six guns, and two hundred and forty men, and, after an obstinate engagement, took her. The Brune had six men killed, and fourteen wounded. The Oiseau had forty-nine men killed and wounded. The Chevalier de Modene, her Captain, lost his right arm; three of his officers were wounded, and all the rest killed. She was purchased by Government, and added to the Royal Navy by the same name.

In the month of November, the Sheerness, commanded by Captain Clarke, being on a cruize, was chased into Villa Franca by three French ships of war, where they followed. The Captain of La Minerve, actuated by an idle spirit of vanity and insolence, resolved to anchor between the Sheerness and the shore. In doing this, he ran his ship upon the rocks that form the eastern side of the harbour. The wind blew very fresh, and the sea ran so high, that no boat durst venture from the shore to afford him assistance. The Captain was quite ignorant of his profession; and being ill seconded by his officers and people, who were little accustomed to meet with such difficulties, the ship, in less than two hours, was completely wrecked. In this dreadful situation, expecting to perish every moment, Captain Clarke sent his boats to their assistance; and the British sailors exerted themselves so effectually, (to the astonishment of all who beheld them) that they brought off all the crew, except about twenty-five who were washed off by the violence of the waves. The French Commodore entertained so high a sense of the benevolence of Captain Clarke on this

occasion, that he waited on him in person, and thanked him for the great assistance he had afforded them in their distress.

When the war was at an end, Sir Charles Saunders and the greatest part of the fleet sailed for England, leaving a squadron under Rear-Admiral Sir Piercy Brett, to take possession of Minorca. Sir Piercy was relieved in command by Commodore Thomas Harrison in the *Centurion*; on board of whose ship, his Royal Highness the Duke of York for some time hoisted his flag.

TRANSACTIONS AT OR NEAR HOME.

IN order to prevent the French from sending succours to their West India settlements, now attacked by the fleet and army under Admiral Rodney and General Monckton, a squadron was kept cruizing before Brest, under the command of Commodore Spry, (See Note 198.) But a severe gale about the middle of January having compelled him to put into Plymouth; in his absence, the French dispatched M. de Blenac, with a fleet of seven sail of the line, three frigates, and a sloop, for Martinico, as before related. On board of this squadron, they embarked five battalions of infantry, (See Note 190.) They were seen soon after they got out, and Commodore Spry was early informed of their departure. He shaped his course to the best of his judgment, and pursued them with a press of sail: but missing them, and not having a stock of provisions on board to warrant his proceeding farther, he dispatched the *Aquilon* frigate, Captain Ogle, express to Admiral Rodney (as was observed when treating of the conquest of Martinico) to put him on his guard; and returned with his squadron to England.

The French continued arming some ships at Rochefort. But men of war fitted there, must fall down the river Charante, and take in their guns and heavy stores abreast of the island of Aix, before they proceed to sea. They would have found great difficulty to effect this, as the squadron under Commo-
dore

dore Lord Viscount Howe, in Basque-road, very narrowly watched all the enemy's motions at this port. Lord Howe going as Captain to his Royal Highness the Duke of York, was relieved on this station by Commodore Denis, (See Note 199.), who sent out cruizers from this place, which picked up some prizes both from the French and Spaniards. When intelligence was received that M. de Ternay, with a small fleet, had escaped from Brest, Sir Edward Hawke, and the Duke of York, with ten sail of the line and some frigates, (See Note 200.) were ordered out in pursuit of him. M. de Ternay steered right across the Atlantic, and Sir Edward steered for Cape Finisterre, by which they missed of each other. After an unsuccessful cruise, Sir Edward returned to England about the end of August. This fleet was again ordered to sea, under the command of Sir Charles Hardy, and sailed from Spithead the 12th of September. On the 29th, the Duke of York followed him with a reinforcement of ships, (See Note 201.) These continued cruising till the 30th of October, when they came to an anchor in Plymouth sound. They put to sea again on the 13th of November, and stretched as far to the southward as the island of Madeira, in hopes of falling in with some of the Spanish register ships, before the time prescribed by the preliminary articles of peace for a cessation of hostilities in these latitudes took place; but they returned to England without success.

While Sir Edward Hawke was cruising on the coast of Spain, a squadron under the command of Commodore Man (See Note 202.) blocked up the port of Brest. The ships of this squadron, picked up several prizes. On the 1st of September, Commodore Man made the Torbay's signal to chase a sail in the S. W. quarter, which was soon perceived to be an enemy. The wind dying away, Captain Brett hoisted out his boats, and towed for several hours towards the chase. In the evening, a fresh breeze sprung up, when all the fleet joined in the pursuit; and at half past ten at night, the *Lion* got up with the enemy. An action then took place, which lasted near an hour, when the *Zephyr*, a French frigate of thirty-

two guns, (but mounting only twenty-six), and two hundred and fifty men, (one hundred of whom were soldiers), struck. She was bound for Newfoundland with troops, two brass mortars, some brass cannon, ammunition and stores. The enemy had nine killed, and twenty-five wounded; her rigging very much damaged. The *Lion* had only three men slightly wounded.

Commodore Young commanded a small squadron in the channel, and hoisted his broad pendant on board the *Guernsey*. He watched with great attention all the principal posts belonging to the enemy in the channel, and prevented them from transporting naval stores close along shore in their prames from Havre de Grace to Brest. He forced some of these ashore near the mouth of Caen river. His cruizers destroyed a few, and obliged others to run up the river for shelter, where they could not be got at.

Commodore Moore commanded in the Downs, and had his broad pendant on board the *St George*. His cruizers found more employment from the Dutch, than either the French or Spaniards; for the subjects of the States General still persisted in supplying the enemies of Great Britain with all sorts of naval and warlike stores; and were also engaged in carrying the produce of the French colonies from the West Indies to Europe. They had been so very clamorous against the vigilance of the British cruizers in searching their ships, and preventing their illicit commerce, that, in order to put a stop to them, their High Mightinesses had found it necessary to put some ships of war in commission, in order to protect their trade. Four of the merchant ships, under convoy of a frigate of thirty-six guns, in the month of September fell in with the *Hunter* sloop, the Captain of which, agreeable to his orders, sent his boat on board one of the merchant ships, in order to search her. This the Captain of the frigate would not permit; and the *Hunter* sloop, not being of sufficient strength to enforce the orders, her Captain made the best of his way to the Downs, and made a report to Commodore Moore of what had happened. The Commodore immediately sent Captain Adams in

in the *Diana*, having with him the *Chester* of fifty guns, and the *Hunter* and *Trial* sloops, with orders to search the merchant ships, and to use force, if necessary. The day following, Captain Adams came up with them, and told the Captain of the Dutch frigate, that he must know what his convoy were loaded with; who answered, that he would not allow his convoy to be searched, and would defend the ships committed to his care, to the last. On this, Captain Adams ordered a boat, with a British jack in her bow, to be sent on board of each of the Dutch merchant ships, letting the Captain of the frigate at the same time know, that he would not allow the British flag to be insulted. The Dutch frigate fired a gun at the headmost boat, loaded with grape shot, by which one man was wounded; on this, Captain Adams fired a gun at the frigate, in order to bring her to. This was answered by a broadside; and an action immediately commenced between the *Diana* and the Dutch ship of war, which lasted about a quarter of an hour, when the Dutch ship struck, who, with her convoy, were all brought into the Downs. In the action, the Dutch had four men killed, and five wounded; among the latter was the Captain, who lost a part of his nose. The *Diana* had not a man hurt. The merchant ships were found to be laden with naval stores for the use of the French navy; and were detained to stand trial. The war ship was dismissed.

The *Lowestoffe*, Captain Stirling, drove ashore, and destroyed two French prames off Graveling, several of whose crews were killed or wounded in endeavouring to escape. The *Grace* cutter, commanded by Captain McBride, destroyed a small French privateer on the coast of Holland. The *Lion* cutter, commanded by Lieutenant Reeve, took a French lug-sail privateer of superior force; and the *Tartuffe* cutter took a small French privateer. The *Phoenix*, Captain Bethel, took, after a chase of six hours, the *L'Opale*, a French frigate of twenty-four guns, and two hundred and fifty men.

On the 30th of January, the *Danae*, then commanded by Captain Hay, in absence of Captain Martin, having thirteen

ships under convoy from Gibraltar, fell in with a large French ship, who lay to for them. Although the *Danae* was much superior in force, as soon as they came up, the Frenchman engaged her for upwards of three hours, yard-arm and yard-arm most of the time, during which, the enemy lost her main-yard, fore-top mast, main-top-mast, and bowsprit. She must have been obliged to strike, if the *Danae* had been under management. But all the running rigging, fore and aft, was shot away, and the masts and yards much wounded; so that the mizen-mast went by the board, and the main yard was obliged to be lowered down and launched over-board, to save the main-mast. In this shattered condition, Captain Hay could not get the ship to work; which the enemy perceiving, set what sail they could, and had the good fortune to get off. Captain Hay having repaired some of his most material damages, stood after his convoy. He had eighteen men killed, and forty-two men wounded, seven of whom died in a few days. The enemy's ship was the *Tigre*, a private ship of war, of twenty-six guns, and two hundred and forty men, commanded by M. Fabry. She afterwards engaged his Majesty's ship the *Dealcastle*, Captain Tindal, who obliged her to sheer off; and soon after meeting with the King George privateer, Captain Reed, was taken by her, after an obstinate engagement.

The *Richmond*, Captain Elphinstone, on his way to the West Indies, took a Spanish register ship from Campeachy for Teneriffe, whose cargo consisted of a hundred tons of logwood, two thousand raw hides, and thirty thousand dollars, which last Captain Elphinstone carried along with him.

None of the cruising ships were more distinguished than the *Venus*, commanded by Captain Thomas Harrison, who, on the 6th of January took the *Boulogne*, from the Isle de France, laden with coffee and pepper, after an action of an hour, in which the enemy had seven men killed, and twenty wounded. On board of this ship, which mounted twenty guns, and had a crew of one hundred and forty men, came passenger the Comte d'Estaing, who so shamefully broke his parole in the

East

East Indies. This ship was reckoned worth 40,000l. Sterling.

Captain Harrison, on the 6th of March, in latitude 42. 20. Oporto E. by S., distant ninety-two leagues, at day-light fell in with a British ship, who had a signal of distress out (name unknown) without a living creature on board. She was laden with provisions, bale goods, &c.; when boarded, she had nine feet water in her hold. Captain Harrison directed her pumps to be tried, when his people soon cleared her of the water, found out her leak, and stopped it. The same day he gave chase to a sail, which he came up with and took: she proved to be the *Aimable Marie*, from Bourdeaux for St Domingo. In the evening of the same day, Captain Harrison got sight of another British ship, with a signal of distress out, and was greatly surprised, when he came up with her, to find her also abandoned. Her cargo was the same as the other; she had eight feet water in her hold, which was soon cleared, and the leak in a great measure stopped. Captain Harrison suspected that there was some trick in the intended loss of these ships, especially the last, as she appeared to have been abandoned for some time, was a fine vessel of thirty guns, but not well furnished for a long, or even a West India voyage.

On the 17th, Captain Harrison was chased with his three ships in company, by a brig which he soon perceived to be a privateer, and immediately gave chase to her himself, on which the enemy endeavoured to make off, when after a pursuit of twenty-six hours, during which time he run sixty leagues, the enemy's main-top-mast broke, and fell over the side; he then came up with her, on which she struck, and proved to be the *Aimable Josepha*, a Spanish privateer of St Sebastians, mounting fourteen guns, and having a crew of one hundred and three men. On the 6th of May, Captain Harrison took the *Miquilet*, a French privateer of Bayonne, of fourteen guns, and one hundred and six men. On the 4th of June, he took the *Nostra Signora de Bignonia*, a Spanish privateer of Bilboa, of sixteen guns, twenty swivels, and one hundred and ninety-five men; and on the 15th of September, in company with the *Lark*, Captain Shirley, took the *Carnabel*, a Spanish pri-

vateer of St Sebastians, of eight guns, and eighty men. On the 18th, they took the Duc de Penthievre, a French privateer of Bayonne, of fourteen guns, and one hundred and six men; and, on the 23d, they took, after a short chase, the Galgo, a Spanish privateer of eighteen guns, and one hundred and thirty-six men.

On the 15th of October, the Venus took, after a chase of three hours, the Crozen, a schooner belonging to the King of France, of six guns, and thirty-six men.

The *Æolus*, Captain Hotham†, took, when on a cruize off Cape Finisterre, two French privateers belonging to Bayonne, and retook a prize they had taken, viz. a ship from Jamaica; and, in company with the *Brilliant*, Captain Logie, took three French privateers, with a prize which one of them had taken.

On the 29th of August, Captain Hotham being off Cape Pinas, with the wind westerly, got sight of two sail to the windward, steering to the eastward. On seeing the *Æolus*, they hauled their wind, and stood in to Aviles bay, just to the westward of the Cape. On doing this, the Captain plainly discovered their force, and saw that one of them was a very large ship; but judging that they had done this, on purpose to avoid meeting with him, for Aviles did not appear a port capable of receiving a ship of her size, he resolved, as soon as the wind and weather would admit, to reconnoitre it. It was, however, the 2d of September, before he could effect his purpose, when he stood into the bay with a light air of wind from the eastward, and saw the above mentioned ships at anchor; the smallest close under the westmost land of the bay, about three or four miles distant from the other, which was observed to be warping towards the entrance of Aviles river. She had sufficient time to do this, before it was in Captain Hotham's power to give her any interruption. The wind freshened, and Captain Hotham stood farther on. Opening the point round which the largest ship lay, he received her fire, and that of a three gun battery, which was not observed before,
situated

† Now Lord Hotham of Ireland, and Admiral of the White.

situated on an eminence within the point. Judging, however, that after the *Æolus* was properly placed, the battery could not give much annoyance, he made a small trip, and about three in the afternoon, anchored with a spring on his cable, in such a position, as to be able to direct part of the ship's fire upon the battery, at the same time that he attacked the enemy's ship; To this cannonade, the Spaniards made a very faint return; and soon after, took to their boats and abandoned the ship; on which Captain Hotham sent Mr Pasley, his first Lieutenant, on board, to take possession of her, at the same time covering him from the fire which was still kept up from the battery. No sooner had Lieutenant Pasley got on board the prize, than the enemy abandoned the battery; and to prevent their returning to it, and giving any interruption during the night, Captain Hotham sent Lieutenant Campbell on shore, with a party of marines, who spiked up the guns. When the tide was about half ebb, the prize grounded; but there being a probability of getting her off the next flood, anchors and warps were carried out, and every necessary means made use of to accomplish it: but she bulged in the night before the tide had risen high enough to float her, by which this design was rendered fruitless; the prize was then set on fire. From some papers found on board, Captain Hotham learned that she was a Spanish ship called the *St Joseph*, from the Caraccas, bound to Passage, and laden with hides and cocoa. She had only thirty-two guns mounted, was capable of being made to carry sixty, having ring-bolts fixed below, and her timbers cut for that purpose; but had only a few of her lower ports cut out, and might measure about twelve hundred tons. Captain Hotham strongly recommended it to the Captain of the *Charming Nancy*, privateer of Jersey, to go and attack the other ship: but, although of much superior force, he declined it. As soon as day broke on the third, he weighed, and went himself in search of her: but not being able to see any thing of her, he concluded she had escaped, by putting to sea in the night. Captain Hotham was greatly pleased with the behaviour of his ship's company on this occasion;

sion; and although his rigging and sails were much damaged, he fortunately had not a man hurt.

On the 11th of September, between St Andero and Bilboa, he fell in with, and gave chase to seven sail of ships, steering to the westward. They all mounted guns; and three of them appeared to be frigates. They were too strong for him to attack alone; but he kept them company, in hopes of falling in with some of the British cruizers: not being so fortunate as do so, he was obliged to leave them, and return to his station, in doing which, he took a sloop from Bourdeaux, bound to St Domingo, laden with provisions, one of the above convoy, but which had separated soon after sailing.

The Fame and Lion took the Escurial, a French sloop of war, mounting ten guns, and the Villevean, a French ship from the Isle de Bourbon, having a cargo of four thousand bales of cotton.

The Milford of twenty-eight guns, Captain Robert Man, in latitude 34. 15. N. and longitude 25. 7. W. from London, on the 7th of March, at ten in the morning, saw a sail, to which he gave chase, and came up with at ten o'clock at night. A very close action immediately commenced; at the beginning of which Captain Man had the misfortune to receive a shot thro' the right thigh from a six pound ball, of which wound he died at three the next morning. Lieutenant Day, on whom the command devolved, fought the ship with great spirit, until half an hour past eleven o'clock, when he received a wound from a musket ball in the middle of the forehead, which totally deprived him of his senses, and of which he died two days afterwards. The second Lieutenant, Mr Nash, continued the action until half past two next morning, when the enemy struck. She proved to be La Gloire, from Passage, belonging to Bourdeaux, and bound to St Domingo, a letter of marque. She mounted sixteen six-pounders, but pierced for twenty, ten swivels, and ninety-four men; was laden with wine, flour, brandy, bale goods, &c. They had six men killed, and eighteen wounded. The Milford had her Captain, first Lieutenant, and two men killed, and thirteen wounded.

The Valiant, Commodore Keppel, on the 11th of March, on his voyage to the West Indies, took the St Priest, a French East India ship of seven hundred tons burden, and two hundred and thirty men besides passengers, from the Isle de Bourbon, bound to Port L'Orient. Her cargo consisted of coffee and pepper.

The Blonde, Captain Kennedy, took, after an hour's engagement, the Boutin, a French East India ship, of four hundred and sixty tons, mounting twenty guns, having one hundred and eighty-nine men on board, including passengers, bound from the Mauritius to Port L'Orient, laden with coffee and pepper.

We shall conclude this first part of Naval and Military Transactions, with the narrative of a very brave action of the Honourable Captain John Ruthven, Commander of his Majesty's ship the Terpsichore, of twenty-six six-pounders only, who, after an obstinate defence, compelled the Marquis de Marigny, of twenty nine-pounders, but pierced for twenty-four, to strike. She was bound from Bourdeaux to St Domingo. The conduct of Captain Ruthven was much applauded. The enemy endeavoured to avoid a close engagement, and avail themselves of their great superiority of weight of metal; but Captain Ruthven, by getting close upon their weather quarter, made his six pounders do as much execution as the enemy's nine-pounders. The enemy had nine men killed, and eighteen wounded. On board of the Terpsichore, five men were killed, and the Captain and sixteen wounded.

LIST CONTINUED.

PRIVATEERS NAMES.	No of		Belonging to	By whom taken.	No. of		CAPTAINS NAMES.	How disposed of			
	Guns.	Men.			Guns.	Men.					
Duc de Broglie	14	80	Dunkirk	} Dispatch sloop	12	100	Hon. P. Bertie	{ Sold. She had 6 ranf. on board.			
Nannen	6	50	St Malo		} Looe	40	250		T. Penny		
Jupitre	22	185	Bayonne								
Cantabria	14	115	—	} Aldborough				24		160	M. Graham
N.S. de la Piedad, <i>alias</i> Golondrina	8	65	—		} Dolphin	24	160		R. Keeler		
Mars	10	50	—								
Dunkerquoise	4	30	Dunkirk	{ Ditto Had 5 ranf. on board.				220		Hon. G. Falconer	
Comte de Flandre	10	70	St Sebastians		} Juno	32	240		Ja. Logie		
La Gala	6	56	St Malo								} Diligence sloop
Esperance	6	66	St Malo	{ Arethufa				32		220	
Malouin	6	34	St Sebastians		} Niger	32	220		T. Cornwall		
La Parfait	12	103	Bayonne								} Acæon
Amitié	18	77	Ditto								
Victoire	10	77	—								
—	12	70	—								

It would be doing injustice to the British sailors embarked in private ships of war, not to record the following instances of their bravery.

The Brilliant and Duke of York privateers, commanded by Captains Creighton and , gave chase to some Spanish vessels, who took shelter in a small port near Cape Finisterre, defended by a battery of four guns at the entrance. This they attacked, and in two hours beat the Spaniards from their guns: they then landed and hoisted British colours on it. They had it in their power to have laid the town in ashes, but contented themselves with spiking up the cannon, burning two ships that lay there in ballast, and bringing off four vessels, which were laden with wine for the use of the Spanish fleet at Ferrol. All this they performed with no other loss, than two men killed, and twelve wounded.

The Hampden packet, of eight guns and thirty men, commanded by Captain Board, stationed between Faro and Gibraltar, was attacked off Teneriffe, by eleven privateers, who bore down in order of battle. Their Commodore was a barco-longo of eight guns, and sixty men. His second, a xebeque of the same force. These vessels led the van of this fleet. Five others of a lesser size came a little astern of the Commodore; the other four vessels had each a gun in their prow, and were manned with twenty-five or thirty men each: these brought up the rear. The battle began at eleven o'clock: at half past one they hauled their wind, and returned from whence they came leaving the packet to proceed to Gibraltar, where she arrived about three o'clock the same day. Her rigging and sails were much hurt; but she had the good fortune not to have a man hurt. It was afterwards learned, that the enemy had four killed, and eight wounded.

The King George privateer, Captain Reed, took, after an obstinate engagement of two hours and a half, the Tiger frigate of twenty-six nine pounders, and two hundred and forty men, commanded by M. Fabry, from St Domingo, bound to Bourdeaux. She was a King's frigate lent to the merchants, who fitted her out. During the action, three of her guns burst;

burst; by which accident, the enemy had twenty men killed outright, and a great number wounded; besides having eighty men killed or wounded in the battle. Her cargo was valued at 150,000*l*. The King George had three men killed, and twelve wounded; but of these eight died of their wounds.

WE cannot conclude the first part of these Memoirs, without mentioning the following circumstances, so very characteristic of our Most Gracious Sovereign.

On the 10th of January, the *Zenobie*, a frigate belonging to the King of France, of twenty-two guns, and two hundred and ten men, sailed from Havre-de-Grace, on a cruize. On the 12th, they were overtaken by a violent storm, and, after using every effort, were obliged to run the ship ashore on the peninsula of Portland; where with much difficulty, seventy one of the crew were saved, who got on shore with very few clothes. The barbarous inhabitants, however, came down and stripped the poor unfortunate creatures of what little the sea had left them. They must have perished, had not Mr Taver, the Governor of Portland, interposed his authority, and exerted his benevolence. When somewhat recovered from their bruises and fatigues, he sent them to Weymouth; from whence the officers wrote to the Lords of the Admiralty, petitioning their Lordships, that in commiseration of their distresses, they would not add captivity to their misfortunes. The Secretary of the Admiralty immediately answered their letter, in which he informed them, that the Lords of the Admiralty had laid their letter before his Majesty, who was graciously pleased to order, in compassion of their deplorable circumstances, that they were not to be regarded as prisoners, but that they should all of them be immediately clothed, and maintained at his expence, until embarked for France.

This humanity and generosity was attended with the following good effect. On the night of the 25th of January, in a violent storm, a British vessel was drove ashore near to Havre-de-Grace, and broke to pieces, but the crew were saved. The Commandant of the place being informed of this, immediately

ately ordered them good comfortable quarters, and allowed the common men at the rate of thirty sous a day, until they were embarked for England.

The enemy took from us but one sloop, viz. the *Gramont*, which they found in the harbour of St John's Newfoundland; and the *Basilisk* bomb-ketch of eight guns, commanded by Captain Lowfield, who, on her voyage to England from the Havannah, was, on the 29th of October, taken by the *Audacia*, privateer of Bayonne, of eighteen guns, and one hundred and forty men, after a most obstinate engagement, in which both Captain Lowfield and his Lieutenant were mortally wounded, and many of the crew were killed.

Besides the loss already mentioned of the *Raisable* and *Chesterfield*, in the West Indies, we had the misfortune to lose the *Humber* of forty guns, Captain Onslow, on Hazeborough sand, off the coast of Norfolk, as he was convoying home the Baltic fleet. The Captain and crew were saved.

The *Peregrine*, *Scorpion*, *Savage*, and *Epreuve* sloops of war, with all their crews, were likewise lost.

In the East Indies, the *Tiger* and *Salisbury* became quite unserviceable, and were broke up. The *Falmouth* was also worn out, and obliged to be left at Batavia.

In the course of this year, we took one hundred and twenty privateers and merchant ships from the enemy; many of them of very great value. In point of numbers, the loss sustained by the British was much superior to both French and Spaniards; but few of them were of very great value, except the *Walpole* outward bound East India ship, and those which the King of Spain had most ungenerously detained in his ports when the two courts came to a rupture. The Spaniards had neither fleets, cruizers, nor privateers at sea, sufficient to give great annoyance to the British commerce; and for the French, they had scarcely any thing at sea but frigates and privateers. They did the British trade some mischief; but such numbers of them were captured by the British cruizers, that towards the close of the war, the seas were well cleared of them, and
their

their mercantile people in general so much hurt by the losses they had sustained, that they were not in a condition to fit out more. No nation ever paid dearer for a ten months war than Spain did, and she well deserved it for her temerity. Considering that she lost the Havannah, with a great part of the island of Cuba; the Philippine Islands, with a great many merchant ships at both places, the Manila galleon, the *Hermione*, and other valuable ships, together with a large squadron of ships of war, she got too easily out of her difficulties at the peace. We hazard nothing in asserting, that it was owing to the immense pecuniary aid which the state derived from the unparalleled successes with which all our principal operations were attended, that Great Britain was enabled to prosecute with vigour the most expensive, as well as the most extensive war that ever this kingdom waged. To this must be added, the prodigious subsidies paid for a number of years to foreign princes; and the aid afforded the kingdom of Portugal, in men, money, and ships, which saved her from being overpowered by the Spaniards and French. From the very great superiority of the British navy, the trade received such ample protection, that during the last three years of the war, it greatly increased; yet, considerable as our resources were, we should have found the war much more oppressive to us, had it not been for the great influx of money which flowed into the kingdom from an extensive war, and of which Government reaped the immediate advantage.

In order to bring into one strong point of view, the very great success which the British navy obtained over the navies of France and Spain, the reader will find at Note 203, in the Appendix to this work, complete lists of the French and Spanish ships of war that were taken, lost, or destroyed, from 1755, to the conclusion of hostilities; and at Note 204, a similar list of the British ships of war; also, a list of the British Captains who were killed in battle, mortally wounded, or who lost their lives with their respective ships; at Note 205. a complete list of the British navy, with the names of the Captains,

as it stood at the conclusion of the war; and at Note 206. a complete list of the Spanish navy as it stood in 1759.

The King of France had signified his wishes to the British Court, through the King of Sardinia's Ambassador there, that he was desirous that the negotiations for peace might be renewed. In consequence of this, the Duke of Bedford was sent to Paris, as Ambassador Extraordinary and Plenipotentiary from the Court of London; and the Duc de Nivernois came to London in the same character, from the Court of Versailles. The preliminaries for a peace with France, Spain, and Great Britain, were signed at Fontainebleau the 3d of November. (See Note 207.)

After the recital of such glorious successes, the reader will no doubt be greatly surprized to find how very inadequate was the peace just made; especially when it is considered, that the King of Prussia's affairs were now taking a favourable turn, and that they required no concessions on our part to obtain better conditions for him. The same may be said of the King of Portugal; while, by our successes in the East and West Indies, the whole American dominions of Spain lay at our mercy. By this famous treaty of peace, we gained, in America, the whole province of Canada, with the islands of St John and Cape Breton, and all that part of Louisiana which lies on the east of the river Mississippi, the town of New Orleans excepted, and the free navigation of the river Mississippi. The French were permitted to fish on the banks of Newfoundland, under certain limitations. The islands of St Pierre and Miquelon, were ceded to them for curing of their fish, and the conducting of their fishery; but they were not to erect any fortifications there, or to keep a garrison stronger than fifty men. Spain to relinquish her claim to fish on the banks of Newfoundland. Great Britain to be permitted to cut logwood, and build houses, but not to erect fortifications. All fortifications that were erected, to be demolished. Spain to restore any places she may have conquered in Portugal, and to cede to great Britain the province of Florida; in consideration of which, Great Britain was to restore

store the Havannah and its dependencies to Spain. Martinico, Guadaloupe, Marigalante, to be restored to France, together with the neutral island of St Lucia. Great Britain to retain the Grenades and the Grenadines, with the neutral islands of Dominica, St Vincent, and Tobago. In Europe, the island of Minorca to be restored to Great Britain, and the island of Belle-isle to France. The fortifications of Dunkirk to be demolished. In Africa, Great Britain was to retain Senegal, and restore the island of Gorée to France. In Asia, all our conquests made from France in this part of the globe, to be restored; but with this restriction, that she was to erect no fortifications in the province of Bengal.

The terms of the peace were loudly arraigned; yet, at the same time, they had many advocates in their defence. The immense extent of our American dominions, now that Great Britain can call Canada and Florida her own, would leave our American subjects at full liberty to pursue their different avocations, without any European power disturbing them. The natives could be easily kept in awe, when unsupported. The prospects held out for improvements in commerce, were boundless; and promised adventurers such immense returns, as would gratify the utmost avidity. Such was the language of the friends of Administration; but those attached to the Opposition, and they were not a few, drew a very different picture. The full security, exclaimed they, that is to be enjoyed by the Americans, will not tend to the advantage of Britain, when they have nothing to fear. They will forget the favours they have received from the mother-country, when they are no longer in need of her support. They will endeavour to aggrandize themselves, and get clear of the controul with which their commerce is fettered; and when the temper of the first emigrants to the western continent was reviewed, gratitude and loyalty could not be supposed to be ingrafted on their descendants. In their opinion, Canada should have been restored to France; the limits of Nova Scotia extended; the islands of Cape Breton and St John retained; and France excluded from the Newfoundland fishery. Spain should have been permitted to keep Florida;

rida; it never was an object worth the contending for; and considering that the British possessed the key to the Spanish West Indies, as long as they held the Havannah, they should not have parted with it, without a very valuable consideration;—a part of the island of Hispaniola, or the island of Porto Rico, and our right to the logwood trade established; a territory on the Spanish Main in the bay of Honduras, and bay of Campeachy, ceded to us, together with the island of Rattan, for which the Spaniards should have had the island of Minorca. The French should either have been obliged to yield up their half of the island of Hispaniola, or the island of Guadaloupe and its dependencies, to Great Britain. Belleisle to be restored to them, with Gorée in Africa. It should likewise have been a stipulation between our Court and that of Madrid, that if the enterprize against the Philippine Islands proved successful, an equivalent should have been given before they were restored. Had this been the case, one of those islands might have been secured to us; and by means of it, we might have become rivals to the Dutch in the spice trade. But by the terms of peace, the best opportunity was lost of humbling the pride of the House of Bourbon that ever was, or perhaps ever will be again in the power of Great Britain.

THE END OF THE SECOND VOLUME.

DA
85
B43
v.2

Beatson, Robert
Naval and military
memoirs of Great Britain

PLEASE DO NOT REMOVE
CARDS OR SLIPS FROM THIS POCKET

UNIVERSITY OF TORONTO LIBRARY

